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Magneto and Battery Ignition Combined.
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No. 17,982. 號二十八百九千七萬一第 日三十二月一十年卯乙 HONGKONG, WEDNESDAY, DECEMBER 29TH, 1915. 三拜禮 號九十二月二十年四國民華中 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Dec. 29th.—Europe (*vid* Siberia), per s.s. NANKIN.
Dec. 31st.—Europe (*vid* Siberia), per s.s. YINGCHOW.
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TO DEPART

Dec. 29th.—Shanghai, North China, Japan *vid* Nagasaki, United States, South America and Canada *vid* San Francisco and United Kingdom *vid* Canada, at 11 a.m., per s.s. SHINYO MARU.
Dec. 30th.—Straits, Ceylon, Port Said, Marseilles and London, at 11 a.m., per s.s. KASHIMA MARU.
Dec. 30th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 2 p.m., per s.s. NANKIN.
Dec. 30th.—Europe *vid* Siberia, at 3 p.m., per s.s. SINGKIANG.
Jan. 1st.—Europe *vid* Siberia, at 9 a.m., per s.s. LUCHOW.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

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General Managers.

Hongkong, 9th December, 1914 [724

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 „ to 10.00 „ ... „ 10 „
10.00 „ to 11.00 „ ... „ 15 „
11.30 „ to 12.45 p.m.... „ 15 „
12.45 p.m. to 1.15 „ ... „ 10 „
1.15 „ to 1.45 „ ... „ 15 „
1.45 „ to 2.15 „ ... „ 10 „
2.15 „ to 5.00 „ ... „ 15 „
5.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS.

8.00 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
1.00 p.m. to 1.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m....Every 15 minutes.
10.30 „ to 11.00 „ ... „ 10 „
11.00 „ to 12.00 noon „ 15 „
12.00 noon to 1.00 p.m.... „ 10 „
1.00 p.m. to 5.00 „ ... „ 15 „
5.00 „ to 6.00 „ ... „ 10 „
6.00 „ to 7.00 „ ... „ 15 „
7.00 „ to 8.10 „ ... „ 10 „

NIGHT CARS as on Week Days.

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Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes

JOHN D. HUMPHREYS & SON,
General Managers

Hongkong 12th June, 1915. [1042

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15, MORRISON HILL ROAD.

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Hongkong, 15th December, 1915. [1043

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Width of Entrance on bottom	77 „	53	88 „
Water on Blocks at Spring Tide	25 „	24	34 „

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Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

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Max. Length of Ship taken in	„	460 feet	„	580 feet.
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Floating Crane capable of lifting 20 tons weight.

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Hongkong, 1st October, 1914. [44

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TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1916, until Further Notice.

Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seiton (Tsingtao)-Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service to Petrograd.	Kobe	Kobe
	Shanghai (S.M.R. Co.)	Lv.		Penang	Thurs.	Mon.
	Tsingtao „	Ar.		—	—	Tues.
	„ „	Lv.		—	Fr.	Tues.
	Dairen (S.M.R. Trains)	Ar.		3.30 p.m.	Thursday.	
	„ „	Lv.		11.35 „		
	Changchun „	Ar.		11.50 „		
	„ „	Lv.		7.10 a.m.	Friday	
	Harbin (Russian Trains)	Lv.		*9.00 „		
	Zabikai „	Ar.		*1.00 p.m.		

SOUTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.		
	Harbin (Russian Trains)	Lv.		10.10 a.m.	Thursday	
	Changchun „	Ar.		4.30 p.m.		
	„ „	Lv.		5.05 „		
	Dairen (S.M.R. Trains)	Ar.		9.00 „	Friday	
	„ „	Lv.		9.00 „		
	Port Arthur (S.M.R. Trains)	Lv.		1.05 „	Fri.	Wed.
	Mukden „	Ar.		6.46 „	Sat.	—
	„ „	Lv.		7.05 „	Mon.	Fri.
	Antung „	Ar.		Penang	Tues.	Kobe
	Shanghai „	Ar.		—		

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.

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DINNER PARTIES.

Hongkong, 8th December, 1915. 19

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Hongkong, 9th August, 1915. [645

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Hongkong, 24th April, 1914 [540

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ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
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J. WITCHELL,
Manager.

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QUEEN'S ROAD CENTRAL.

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Telegraphic address: "COMFORT."

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F. O. PEUSTER,
Manager

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THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.

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Tel. Add. "Phœnix," Macau.
1st February, 1915. [37

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VICTORIA HOTEL, CANTON.

Situated on the British Concession, Shameen,
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of MR. and MRS. GEO. E. EYLES

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INTIMATION

WILL THERE be a VICTROLA

in your HOME this CHRISTMAS.

PRICES AND STYLES TO SUIT ALL.

EXCLUSIVE AGENTS:

MOUTRIE'S.

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"HONGKONG DAILY PRESS" PUBLICATIONS.

Directory and Chronicle of the Far East	$10.00	Missionary Directory, cloth cover	$1.25
Do. Do Smaller Edition	5.00	Do. paper cover	0.80
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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NOVARA,"

Arrived Hongkong on 22nd December, 1915, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Arabia" and "Kashgar."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised, No Claims will be admitted after the Goods have left the Godowns.

E. V. PARR,
For Superintendent.

Hongkong, 22nd December, 1915. [1

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', HULL, LONDON, GENOA, COLOMBO AND STRAITS.

THE Steamship

"GLENLOGAN,"

Captain H. J. Henderson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 31st inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Jan., 1916, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th December, 1915. [1330

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE, 1915. With INDEX. Price $7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 10th August, 1915.

ASAHI BEER.

DAI NIPPON BREWERY CO., TOKIO JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

1281

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 491 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE ..... $3.50.

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

SHIPPING NOTES.

"MINNESOTA'S" RECORD CARGO.

The cargo carried by the *Minnesota*, when she left the Washington port, "broke all ocean deadweight records, holding supreme rank as the greatest cargo ever taken across any ocean in all history"—says *The Seattle Times*. Briefly, it was 16,500 American tons, chiefly wheat and barley, and all but a certain quantity of lumber composed of foodstuffs. The *Minnesota*, our contemporary goes on to say, was the largest vessel in the trans-Pacific trade—in fact she was, in the opinion of some marine critics, too large for her engine power, and not able to answer her helm very readily. As she had over a thousand tons more cargo on board when she left Seattle for England than she had ever carried across the Pacific, it may have been premature to give the German conspirators in America the credit of her engine breakdown. No further news of her has arrived since she was reported to be lying helpless off San Diego, California.

FLAG TEST FOR NEUTRAL VESSELS.

ABOLISHED BY ORDER IN COUNCIL.

A BLOW AT ENEMY TRADE.

A supplement to the *London Gazette* issued recently contained an Order in Council abrogating Article 57 of the Declaration of London (which provided that the neutral or enemy character of a vessel is determined by the flag which she is entitled to fly), and ordering that in lieu of the said Article British Prize Courts shall apply the rules and priciples formerly observed in such Courts.

EFFECT OF THE ORDER.

Interviewed by the Press Association, a barrister prominently concerned in shipping matters said that this Order in Council introduces a new and far-sweeping test for the determination of the nationality of a vessel. Article 57 of the Declaration of London laid down the rule that the nationality of a merchant vessel was to be determined solely by the flag which the ship was entitled to fly. As was stated at the Conference in 1909, this rule appeared to be simple in application, and therefore likely to be efficacious in application. The experience of war, however, has shown that this is far from being the case, and the reason is not far to seek.

By English law only a British subject or corporation can hold any interest in a British vessel, but the law of other nations is not strict. In many countries residence is sufficient qualification for ownership, and in some countries only the managing director of a steamship company need be domiciled in the country which gives its flag to a vessel. It has, therefore, come about that many vessels are flying a flag which is not the national flag of their real owners, and that the benefit and protection of a neutral flag has been seized by our enemies to enable them to carry on oversea trade which is closed to them under their own flag.

Our navy has swept the German flag from the seas, but under cover of neutral flags there are still a large number of vessels owned by or working in German interests.

To remedy this anomaly and in order to strike a further blow at enemy trade, the Government have decided to revert to the old doctrines of ship ownership as enunciated in Prize Court decisions before the eve of the Declaration of London.

THE ANGLO-AMERICAN DOCTRINE.

The Anglo-American doctrine which is now restored looks, generally speaking, to the nationality of the owners as the real test as to whether a vessel is in fact enemy or neutral. While the wearing of an enemy flag is conclusive test of the enemy character of a vessel, a neutral flag is not deemed to be a conclusive test of her neutral ownership. A prize court will now be able to go behind the flag and to determine who are the actual owners of the particular vessel. The proved enemy interest in a vesse becomes liable to condemnation, and, accordingly, may be realised.

It seems that under the old rules where part interest in a vessel was condemned the practice was to allow neutral owners to buy from the Crown the condemned enemy interest, or, if the enemy interest exceeded 50 per cent., then to compensate the neutral for his or their share of the vessel.

Whatever the practice may be to-day, the abrogation of the flag test should work substantial benefit to British interests and add still further to the difficulties which hamper German trade.

THE POSSIBILITY OF RETALIATION.

One must, however, consider the possibility of some retaliatory measures on the part of the enemy so soon as the Council comes to his knowledge. Assuming that Germany will now also repudiate article 57, it behoves shipowners to consider their position. There are, it is believed, a certain number of British-owned vessels sailing under foreign flags, and these would at once become liable to capture if the enemy could reach them. The larger number of such vessels is, it is believed, under the various Scandinavian flags and engaged in trade between this country and Scandinavian ports. Some may have been in the Baltic, but with the close of the season at hand it is probable that most will now be leaving the only part of the seas where the enemy exercises any real control.

That there may be some danger in Swedish or South Norwegian ports is perhaps possible, but this is of small account, and no doubt the owners of such British neutral vessels will seriously consider the position. Undoubtedly there is much to consider, but if, as a result of the Order, these vessels pass to the British flag at a time when submarine warfare and the needs of the war have diminished the amount to tonnage available for our trade, the Government's decision will not have been in vain.

THE MONARCHICAL MOVEMENT IN CHINA.

VIEWS OF LIEUT.-GENERAL MUNTHE.

In the *Aftenposten*, Christiania, of 10th inst., is published an extract from a letter from General Munthe, Peking, to one of his relatives. In this he says:—President Yuan might have been Emperor at the time of the second revolution, but he would not. I know no other person in the world whom I can class with the President. We suffer now from the faults committed by the old dynasty that neglected the finances of the country. These are steadily improving, but it will still take some time before we can get them to recover so far that we can repay the debt to foreign countries, and, besides, find the necessary means to an effective army and navy; but it will come in time. We had an effective beginning of an army in 1894-1904, when Yuan was Governor-General of Chihli—about 72,000 men. But he was deprived of the command. Had they listened to him we would now have had a good army, and they themselves, the Manchus, would still have occupied the throne. However, they drove Yuan away, and themselves lost the power. Now he, as their successor, is suffering from the consequences. And though it looks gloomy on account of the expansion policy of Japan, and the baneful consequences of this for China, still I believe it will end well. A rich country, a quiet, diligent population that, as citizens, possess far more good qualities than any other nation, cannot perish.

BRITISH DYES.

WORKS TO BE ESTABLISHED AT HUDDERSFIELD.

Ever since the outbreak of the war the question of securing a sufficient supply of dyes and colourings for the extensive textile industries of Great Britain, and to secure the trade of nations hitherto customers of Germany, has been one of the very greatest importance. The outcome of much discussion of the subject has led to the formation of the British Dyes Co., Ltd., a private enterprise undertaking with strong Government encouragement and support.

The raising of the huge amount of capital necessary for so great a concern entailed certain initial difficulties. But the patriotism, determination, and enterprise of the textile manufacturing community were equal to the occasion, and the company was formed, to commence production as soon as so huge a concern could be established and got into working order.

After careful deliberation it was decided to establish the works in Huddersfield, and work commenced on the scale commensurate with so important an undertaking.

AN ENORMOUS SCHEME.

The magnitude of the scheme may be gathered from the fact that an area of ground covering 250 acres has been acquired for the purposes of the works. This is the area that will be occupied by the buildings and yards necessary for the works, but the authorities have also acquired 200 acres in addition around the works in order to protect themselves from claims for damages owing to possible more or less disagreeable features which may proceed from such works.

The reasons which actuated the authorities in making their final choice in favour of Huddersfield were many and various. Chief amongst them, of course, was the suitability of the site, favourable labour conditions, railway communication, canal accommodation, availability of coal, electricity and water supplies. Probably 90 per cent. of the men at the new works will necessarily be adult men. Should it be advisable or necessary that their women folk should have to earn part of the living it was felt that in Huddersfield there would be abundant employment for them in the local mills. The new railway line which is being constructed from Deighton to Messrs. Read Holidays' works, runs through the works that would be occupied by British Dyes, and there will, therefore, be direct communication by rail from the new works. There is a junction with the canal system near the new works. At present there is accommodation for fifty ton barges, and it is understood that with comparatively little alteration accommodation could be provided for 100 ton barges.

The availability of large and good soft water supplies was a great factor in inducing the company to decide in favour of Huddersfield. In the first place good supplies can be had by boring on the premises, and the water of the river, although it is not clean, is good enough for condensing and cooling purposes. The abundant supply of the Corporation would be available also in case of necessity, and in this respect Huddersfield is in a much more advantageous position than many other municipalities. Naturally, in connection with such a large undertaking the treatment of the trade effluents opens up a large problem. A scheme for the treatment of the effluents from the local mills has been in operation for some years by agreement between the Corporation and the manufacturers.

"It is expected that the new works will eventually employ from anything up to 10,000 men, and these will bring a large number of families into the town. It is, therefore, safe to assume that with the present increasing rate of population Huddersfield will increase enormously in size, usefulness, and influence.

FATE OF A BRITISH OFFICER.

A JUDICIAL MURDER.

Details of the death of Lieutenant-Commander Oswald H. Hanson, R.N.V.R., who was taken prisoner in the Antwerp operations in October of last year, have just come to hand. The circumstances are those of a judicial murder.

It was at first believed that Lieutenant-Commander Hanson died at Halle, but it appears that he never reached that camp. On October 10th last year, while being marched along in the dark, ill and in a condition of delirium, he imagined that he saw British soldiers approaching. He called out to the visionary troops not to come near, as the Germans were there. For this he was condemned by the Germans to be shot, and he was executed the following morning. His family have learned that the burial took place at Exaarde, in Belgium.

Lieutenant-Commander Hanson was before the war a London solicitor, a member of the firm of Beamish, Hanson, Airy, and Feilding, of 60, Lincoln's Inn-fields. He had been an enthusiastic and capable officer of the Royal Naval Volunteer Reserve for over 10 years, and had also been a member of the Inns of Court O.T.C. He was educated at Marlborough from 1886 to 1891, and at Trinity College, Cambridge. He was not married.

KAISER DENOUNCED IN CHURCH.

SCENE AT GERMAN SERVICE IN LONDON.

A scene in a German church in London was described at Westminister Police Court recently, when John Lindsey Johnson, of the Anti-German Union, Heathdene Road, Streatham, was summoned "to show cause why he should not be ordered to enter into recognisances with sureties to keep the peace and be of good behaviour," on the ground that he was guilty at Montpelier Place, Brompton Road, and in the German Church, Montpelier Place, on Sunday, October 3rd, of conduct calculated to lead to a breach of the peace, and there being reason to believe that he will, as he threatened, persist in the same course of conduct.

Mr. Muskett said he desired, on behalf of the Commissioner of Police, to present the matter of complaint in the most colourless form possible. The pastor of the German Church in Montpelier Place, the Rev. A. Scholten, was a registered German who had been exempted internment by the Advisory Committee. Services had been held at the church on Sunday evenings in the German language, the congregation being mostly elderly people. On September 26th Mr. Johnson attended the Walton Street Police Station and informed the police that he had that evening been to the German Church, that he had seen the pastor in the vestry, and had asked him to conduct the service in English. He added that the pastor had declined, and that he (defendant) then declared that he would make a public protest in the church, which he subsequently did during divine service.

Mr. Johnson at the same time also intimated that he intended to attend the church again on October 3rd, at the morning service, with other public speakers, and furthermore, that he intended to hold a protest meeting in the vicinity, as in the case of a similar protest at a German Church at Forest Hill, so that probably a large crowd of some 2,000 persons would be likely to assemble. In view of this information it was necessary to make special police provision.

The scene that occurred on October 3rd was thus described by counsel: A recial was played on the organ and a hymn was sung in German. Just at its conclusion, as the pastor stood in front of the altar, Mr. Johnson stood up, and, addressing the pastor, said: "Will you conduct your service in English?"

Continuing, the defendant said, "I am John Lindsey Johnson, of Streatham, an Englishman, and I hereby protest against this service being conducted in German, and ask you to enter the pulpit and express your sorrow and regret as minister of this church for the bloody outrages committed by Germans in this country, and to ask the congregation to stand up and join with you."

The pastor replied, "This is not the place and not the time." Defendant then left his pew, walked a few feet towards the altar, turned to the congregation, raised his right hand over the head, and said, "I hereby denounce the German Emperor as a blot upon civilisation and an outrage on Christianity."

He then started to leave the church, and whilst walking down the aisle, a gentleman who had sat immediately behind him exclaimed, "I endorse Mr. Johnson's remarks. The Kaiser is not a disciple of the Nazarene, but is the chief apostle of the devil—if not the devil himself."

Johnson and others then left the church.

Defendant said that Mr. Muskett had left out the most material part. He asked the German pastor if he would express regret for the Zeppelin outrages and loss of life. Moreover, at a previous service the pastor had said in German, "God is with our Kaiser."

After much discussion, Mr. Johnson agreed to give an undertaking not to interfere in future at any German Church, and by consent he was bound over in £200 to keep the peace and be of good behaviour for a year.

BRITISH TRADE FAIR.

The Board of Trade will hold a British Trade Fair at the Victoria and Albert Museum, London, on the lines adopted at the last Fair. An exhibition of samples of British manufacture, exhibited by manufacturers in order to place contract, limited to toys, fancy goods, China, earthenware goods, glass-ware, printing and stationery, will be opened on the 21st February and will remain open for 12 days. Prospective buyers should communicate direct with the Board of Trade British Industries Fair, 32 Cheapside, London, E.C.

BRITISH SOLDIERS' BRAVERY.

"STEADILY CHARGED INTO THE GAPING JAWS OF HELL."

A lieutenant, son of a well-known Battersea solicitor, writes.—"Our fighting has been of short duration, but it has been of the utmost fury. We were one of the main divisions used for breaking the German line, and found ourselves opposed by practically all the German reserves in these parts. Our colonel and adjutant were killed, and I have just returned from a fruitless search for the colonel's body. Never had I imagined what it is when a determined attack is made on a well entrenched enemy with every conceivable method of protection against attack by assault. One of the sergeants of the machine-gun section has been recommended for the D.C.M. for bravery and great devotion to duty. He fired his gun during the whole 60 hours of our great assault, and, when the gun was unworkable on its tripod for mechanical reasons, he permitted it to be fired lying across his body, although it was then hot.

"We took 600 prisoners and a number of mitrailleuses and at least one battery of enemy guns. How I lived I shall never know. I was shot by shrapnel through my right sleeve, the shot grazing my wrist and passing through the back of a man beside me. I was also hit by a flying piece of stone on the right heel and I had a hard smack on the lower part of the body. I am rather lame, otherwise I am quite fit for more work.

"The men just hopped over the trenches, led by their officers, and steadily charged into the gaping jaws of hell, and when they were held up by wire they just sat down and cut it. They're wonderful."

HONGKONG VOLUNTEERS.

COURT ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

RESIGNATIONS.

1.—The following are permitted to resign on leaving the Colony:—

No. 1796 Pte. J. V. Beltran, dated 17th December, 1915.

No. 1893 Pte. A. E. Moyhing, dated 26th December, 1915.

PARADES.

2.—Parades for Wednesday, 29th inst.:—

7 a.m. Members of Singalling Section and other Signallers, as detailed in Signalling Section Order, dated 8th December, 1915, Semaphore practice at Headquarters.

5.15 p.m. Recruits of Engineer Co., Musketry and Rifle exercises at Tai-koo Dockyard under Sergt. Everest.

5.15 p.m. Engineer Co., Squad drill and Musketry exercises on Kowloon Cricket Club Ground under Sergeant Major Higby.

5.15 p.m. Civil Service Co., Drill at Headquarters.

5.15 p.m. Signalling Section, Squad drill at Headquarters.

Remainder, *nil*.

DETAIL.

3.—Gun Club Hill, Kowloon.

On duty until morning of 2nd January: Right Section M.G. Co.

Officer on duty: Lieut. Kennett.

P. of W. Camp, Kowloon.

On duty to-night: Centre Sec. M. G. Company.

Officer on duty: Capt. Wood.

On duty to-morrow: Civil Service Co.

Officer on duty: Lieut. Lindsell.

Orderly Sergeant until morning of 2nd January: Corpl. W. Brown.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C., H.K.V.R.

Prisoners of War Camp Guard and Gun Club Hill Detachment.—The H.K.V.R. will relieve the H.K.V.C., on Sunday, the 2nd January, 1916.

NEXT FOR DUTY.

PRISONERS OF WAR CAMP.

Sunday, 2nd January, Sections 1 and 2 of "A" Company.

Monday, 3rd January, Sections 1 and 2 of "B" Company.

Tuesday, 4th January, Section 1 of "C" Co.

Wednesday, 5th January, Sections 3 and 4 of "A" Company.

Thursday, 6th January, Sections 3 and 4 of "B" Company.

Friday, 7th January, Sections 2, 3, and 4 of "C" Company.

GUN CLUB HILL.

Sunday, 2nd January, Sections 3 and 4 of "A" Company.

Monday, 3rd January, Sections 3 and 4 of "B" Company.

Tuesday, 4th January, Sections 2, 3, and 4 of "C" Company.

Wednesday, 5th January, Sections 1 and 2 of "A" Company.

Thursday, 6th January, Sections 1 and 2 of "B" Company.

Friday, 7th January, Section 1 of "C" Co.

PARADES.

Parades for the week ending Saturday, the 1st January, 1916, *nil*.

STRENGTH.

Ptes. E. Robey and C. M. Young are permitted to resign.

AWARD OF PUNISHMENT.

Corpl. G. Martin, Co. "O" Section 4, was reduced to the ranks by sentence of a Regimental Court-martial held on Tuesday, the 21st December, for disobeying Corps orders.

G. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

NO. 4 COMPANY.

No. 4 Company, having been formed, is placed until further orders in charge of Inspector Wong Kwong Tin.

PROMOTIONS.

The Hon. C.S.P. has sanctioned the following promotions:

Sergeant C. C. Moon to be Crown-Sergeant.

Sergeant James Wong to be Crown-Sergeant.

P.-c. Tam Wing Kwong to be Sergeant.

P.-c. Yeung Shuk Ping to be Sergeant.

JOINED.

No. 1 Company, No. 1 Platoon.—A. Beattie.

EQUIPMENT.

Platoon and Company Commanders are required to warn all recruits, etc., wanting uniform or any alteration in the present uniform to attend at the Central Police Station between 5.15 and 6 p.m., on Thursday, December 30th.

F. C. JENKIN,
D.S.P. (Reserve).

ALLEGED INDIAN MURDER AT HUNGHOM.

STORY OF A WIFE'S ACQUAINTANCE.

TWO WATCHMEN CHARGED.

The murder of an Indian watchman at Hunghom, who was stated to have been on affectionate terms with the wife of one of the two accused men, was inquired into at the Criminal Sessions, yesterday, when Ghagar Singh and Bela Singh were charged before the Chief Justice with the murder to which they both pleaded not guilty.

The Crown Solicitor, Mr. P. M. Hodgson, prosecuted, and Mr. F. C. Jenkin, (instructed by Mr. J. H. Gardiner), defended.

Outlining the case Mr. Hodgson gave the story of the alleged crime as given at the Magistracy. The body was found in a field near the Cement Works, and death had apparently been caused by strangulation, though there were several other inquiries, cuts and bruises on the head and body, but the medical evidence would state that the direct cause of death was strangulation. Up to February last the first prisoner lived with his wife at No. 10, Kowloon City Road. In November they both went to live at 30, Kowloon City Road, where the deceased lived. About November 14th the wife of the first prisoner was taken to the Government Civil Hospital. Late in the afternoon of November 15th deceased came to the house and asked, apparently, where the wife was. It then seemed that he was assaulted and struck down, and his body was placed in a cookhouse. At midnight the body was lowered out of a window from the first floor. The prisoners then, apparently, dragged the body to a field a few hundred yards away, where it was subsequently found. The statements made by the two men, said Mr. Hodgson, revealed the motive of the crime, and the motive which they put forward the Crown was not in a position to disprove. The motive apparently, was that the first prisoners wife, was the cause of all the trouble in the case because the deceased appeared to have been paying her too much attention. This the first prisoner resented, and the second prisoner, who alleged that he was a brother of the woman, also resented it. There was no doubt, he thought, from the evidence, that the woman and the deceased were on certain affectionate terms which roused the ire of both the prisoners, but he would contend that there was a remedy for this other than that which had been adopted. As to the finding of the body in the field, the police would say that they found bootmarks, and that these corresponded to the footprints of the first prisoner. The defence would no doubt plead provocation and justification on account of the fact that the first prisoner's wife and the deceased were on affectionate terms; and there was no doubt, as he had said before, that they were on such terms. The deceased they knew, visited the wife, and there was also the photograph (produced), of the deceased and the first prisoner's wife taken together.

Dr. Woodman, Government Medical Officer, Kowloon, said that the deceased might have died from hanging or heart failure due to mental or physical shock. There was a mark round the neck, and one of the neck bones was broken. The strangulation, he added, seemed to have been caused by a jerk. This was all he was able to discover from his examination of the body.

Answering Mr. Jenkin, Dr. Woodman said that in his opinion sufficient violence had been used to cause death, but he could not say whether it was caused before or after death. It was not possible for a medical man to say with any certainty that the death of the man was caused by violence. The evidence of death by shock practically excluded all other causes; meaning that if they could not find anything else, they would have to put down that death was due to shock. He agreed that a blow which was not sufficient in itself to cause death might produce death, and the person who delivered the blow might be of the opinion that the blow itself had caused death. The natural result of the blows he found on the head and on the body, would not, in his opinion, be succient to cause death.

By Mr. Hodgson—He did not wish to contradict his statement that death might have been caused by strangulation.

Replying to the Chief Justice, Dr. Woodman said that if the man had been alive when lowered through the window the fracture of the bone in the neck would have been sufficient to cause death.

THE TORPEDOED "VILLE DE LA CIOTAT."

VALUABLE FAR EASTERN CARGO LOST.

There were no European passengers from Hongkong on the torpedoed French mail steamer *Ville de la Ciotat*. When the liner left Hongkong on the 27th November she carried but two European passengers from ports farther East than Hongkong—a French Sister from Yokohama and a well-known French retired gentleman at Shanghai, M. Bouchard. There were five Chinese passengers from Hongkong. The ship left this port with an exceedingly valuable cargo of silk, tea, etc., the larger part of which had been loaded at Shanghai, and it is believed that the loss of the cargo will amount to several million francs.

The majority of the ship's European passengers for Marseilles embarked at Saigon.

The crew numbered 80, and included a number of Asiatic stokers and servants. Captain Leveque, an old officer of the Messageries Maritimes, was in command.

The *Ville de la Ciotat*, which was formerly on the run from France to Australia, was built in 1892. Her displacement was 10,430 tons. She was due at Marseilles on the 24th December (the day on which she was torpedoed) and was therefore somewhat overdue.

WEEK OF PRAYER.

Meetings on the basis of the programme of the Evangelical Alliance will be held in Hongkong next week, commencing on Monday, to which the members of all Churches in the Colony are invited. The programme of meetings is as follow:—

Monday, 3rd.—Subject, "Thanksgiving and Humiliation"; Chairman and Speaker, the Bishop of Victoria.

Tuesday, 4th.—Subject, "The Church Universal—the One Body of which Christ is the Head"; Chairman, Rev. W. H. Hewitt; Speaker, Rev. T. W. Pearce.

Wednesday, 5th.—Subject, "Nations and their Rulers"; Chairman, Rev. C. L. Cooper Hunt; Speaker, Rev. J. K. Maconachie.

Thursday, 6th.—Subject, Missions; Chairman, Rev. H. Copley Moyle; Speaker, Rev. T. Robinson.

Friday, 7th.—Subject, "Families, Schools, Colleges, and the Young"; Chairman, Rev. E. L. Martin; Speaker, Mr. J. L. McPherson.

Saturday, 8th.—Subject, "Home Missions and the Jews"; Chairman and Speaker, Rev. N. C. Pope.

With the exception of the Friday meeting, which is to held at St. Andrew's Church, Kowloon, all the meetings take place at the City Hall, commencing at 5.30 p.m. The Saturday meeting commences at 12.30 p.m.

A police witness named Badan Singh gave some interesting evidence as to the relationship of Indians. "In my race," he said, "relationship between a man and his wife is looked upon with respect. Any man having intercourse with the wife of somebody else is looked upon with disgust. . . . It is a fact that as a brother he (the second prisoner) should feel more shame than the woman's husband; that is according to our view; according to the Gruan Sahib (the Holy Book). Nobody is allowed to look at a married woman with any sort of evil thoughts, or even jest with her. According to the Gruan Sahib a man like that would be tried before a committee of five or ten and sentenced according to their view. The Gruan Sahib is a moral code and is regarded in the same light as the Bible of the Christians."

Mr. Jenkin opened the case for the defence by putting the first prisoner in the witness box. The accused admitted that his wife was in hospital in consequence of his having beaten her because of her acquaintanceship with the deceased. Coming to the day of the alleged murder the prisoner said that when deceased came to his house and asked where his wife was the second prisoner struck him on the head with a pole, and then he also struck the deceased on the head, and the deceased then fell down and died.

Did you intend to kill him?—No.

What did you feel about it?—I was surprised that he should die with only two blows. He added that he became frightened and removed the body to the kitchen. At midnight they put a rope round the kneck of the body, and lowered it through a window.

The hearing will be continued to-day.

The following composed the jury.—Messrs. W. G. G. Worcester (foreman), F. Cullen, H. E. Scriven, J. R. Macdonald, M. A. Figueiredo, H. C. Resker and E. H. Ray.

FREIGHT MARKET.

Messrs. Snowman & Co., of Hongkong, in their freight circular dated, 24th December state:—

Since issue of our last report under date of 11th instant the freight market during the past fortnight has retained all the strength recently acquired, and again a good many orders have been left unfilled, due entirely to the abnormal scarcity of tonnage available not only for tripswise, but also for Time-chartering.

Saigon has been offering up to 37 cents per picul, and Haiphong/Canton tonnage was wanted at $4.50 per ton, but even at such figures owners could not be interested in these orders, while freights Hongay to Hongkong/Canton/Swatow have been also neglected owing to the Hongay berth being fully occupied up to the 5th of January next on account of the numerous Japanese vessels booked in advance to load Anthracite Coal for Shanghai and Japan.

Also in the way of Time-chartering suitable vessels for near delivery were most difficult to secure although Charterers have been offering very high rates, and whatever charters were put through have, without exception, been done at very high figures. The outlook for the coming year is extremely bright and it may be safely said that if the Bangkok and Saigon markets give all the tonnage, that is already taken up and undoubtedly yet will be chartered, sufficient employment, and otherwise nothing unforeseen happens to weaken the market, we shall surely see rates all round ruling enormously high during next season.

The North reports that freights on the Coast continue firm although the Northern ports are closing for the winter.

SAIGON/HONGKONG.—There was some enquiry for tonnage at 35/37 cents, but owners holding out for at least 40 cents per picul not a single boat could be secured at Charterers' ideas. At the close the local rice market, however, is showing signs of weakening, and the only Charters reported during the interval under review are that of a regular liner at 35 cents and just at the close of another at 30 cents per picul for prompt loading.

Rice exports from Saigon from 1st January to 13th of November amount to a total 764,436 tons as compared with 862,570 tons during same period last year. Quotation stands for December/January shipment $4.43 per picul f.o.b. Saigon.

NEW CROP:—Saigon reports that Stocks of old grain can no longer be excessive, considering the large exports so far. Regarding the New Crops, weather has lately proved favourable, and a large outturn is expected although the harvest may prove late in some districts.

SAIGON/PHILIPPINES:—This is the only market that does not promise to keep pace with the usual demand, and if all the optimistic reports of the standing Rice Crops in the Philippines Islands prove correct, importation of rice from outside sources will be light well into the coming year.

BANGKOK:—According to telegraphic advices to hand, New Crop rice will come on the market for export shortly, and the berth rate, which stood a fortnight ago at 35/2s cents inside/outside bar respectively, is now quoted at 50/43 cents per picul for early January loading.

NEWCHWANG.—The port closed for navigation on the 27th of November. During the past fortnight a couple of liners have taken up for prompt loading from Dalny to Canton on basis of 25,000 piculs at 50 cents per picul.

COAL FREIGHTS from Japan continue extremely firm with enquiry after tonnage any size prompt and forward delivery.

FIXTURES REPORTED:—Moji / Hongkong, Y.3.50, Wakamatzu/Swatow, $4.25, Hongay/Saigon $5.00 and Tourane/Canton $4.75 per ton.

SAIL TONNAGE IN PORT:—
British Barque "Drumelton," 1,820 tons Nett Reg.

DEPARTURE OF SAILERS:—
British Barque "Daylight," 3,599 tons Nett Reg. left for New York.

Messrs. Snowman & Co's. latest advices received from London, dated 5th November, are as follows:—

The demand is still very far in excess of the supply in practically every market, and considerably higher rates have been paid for necessary tonnage. At the present moment the position is rather uncertain, as our Government is endeavouring to make some arrangements by which the exceedingly high rates at present being paid for absolute necessities should be reduced, and Owners and Charterers are suspending their dealings until they hear what arrangements will be made.

FAR EAST.—Beam Charterers are now offering 90/- for handy boats up till March, but Owners are still disinclined to operate even at this high figure.

PHILIPPINES.—Charterers have secured a steamer at 130/- copra basis, but are open for further tonnage.

JAVA.—These Charterers still find it impossible to pay equivalent rates to other markets owing to the increase in the price of sugar in Java.

RICE.—Saigon Charterers are now offering 90/-, but tonnage is practically non-existant.

INDIA.—Although a good many boats have been released from Government service in the Mediterranean, this market has had to pay considerably higher figures, 70/- being now the rate from Bombay, and 60/- Karachi. Madras Coast is now indicating 92/6 to 95/-, and Calcutta 87/6.

TIME CHARTER.—There are still quite a number of orders on the market, and it is really hard to quote rates with any amount of accuracy. One steamer is reported to have obtained 26/- for about 6 months, but this, we understand, is for quite a special type of boat, and no doubt has been taken by one of the Lines. Meantime, 21/- to 22/6 might easily be obtained for 6 months trading for steamers of large size according to trading limits agreed, and for 12 months several Japanese owned steamers have been fixed at between 13/- to 14/6 and 15/-. There is still an enquiry on the market for steamers giving delivery Far East, and also with deliveries either U.K. or Mediterranean. For one or two Mediterranean rounds with prompt delivery at Glasgow, for a 5,000 steamer, we can positively pay 21/-, while for a smaller steamer about 3/4,500 giving early delivery U.K. or Mediterranean possibly 22/- could be paid, or something less with the option of 9 or 12 months trading between States, St. Nazaire, and Mediterranean.

THE P. & O. "KASHGAR."

ENCOUNTER WITH A SUBMARINE.

The passengers on the P. & O. *Kashgar*, which arrived in Calcutta from London on the 3rd instant had a story to tell of an encounter with an enemy submarine.

The vessel carried about 150 passengers including a large number of ladies. The look-out-man caught sight of the periscope of a submarine about 1,000 yards on the starboard side. About 1 o'clock in the afternoon the ship's gun opened fire. Nothing in the nature of a panic occurred. The submarine disappeared from view for a time and some anxious moments were passed. A shout went up as the periscope was again observed, this time on the portside, and roughly about 1,200 yards away. A second shell was fired and, according to the statements of some, the submarine was hit. At all events, she sank from sight almost immediately and was not seen again, although a constant lookout was kept.

HIGH FREIGHTS.

"A thousand million francs thrown into the sea." That is how the Government report on the high rate of freight strikes Monsieur Georges Prade. "The German submarines can never equal it," concluded the official document in question, and therein lies more food for reflective argument. This gigantic wastage of money is due to the fact that steamers arriving at French ports have to wait weeks before being discharged, and this naturally means that freight has been doubled. Steamship companies cannot be blamed for charging the price of two cargoes if the delay in French ports is such that vessels can make only one journey where they could make two under more normal conditions. Coal, for instance, which in 1914 was freighted at five shillings per ton, has now risen to five times that quotation, with the result that Paris is called upon to pay close on one hundred francs per ton for fuel, and crying out no little under the burden. All this might be avoided, says M. Prade, by a better organisation, by an augmentation of dock labour, and the rapid building of temporary quays; the whole making for acceleration in the discharge of cargoes. Forty millions pounds sterling wastage in one year is "some" money, as the Americans say, even in these days of gigantic figures.

A RUSSIAN HEREWARD THE WAKE.

ARMED PEASANT'S WAR ON ENEMY ROBBERS IN THE PINSK MARSHES.

The Petrograd correspondent of the *Central News* writes: In the dreaded Pinsk marshes the Germans are faced by a guerrilla campaign of the most stubborn character. A considerable part of the German army has been bogged there. The rivers have overflowed their banks; the marshes have widened and the bogs have become more difficult to negotiate.

Guns, transport waggons, and motor-cars have become embedded in the soft mud, and many men have deserted and have formed themselves into bands of marauders, who are killing and torturing the men and subjecting the women to terrible infamies. Even little children are ill-treated and the churches are pillaged and fired.

DESERTERS AS ROBBERS.

These deeds have incited one of the Pinsk landed proprietors, M. Subonevitch, to organise a series of flying partisan detachments for the purpose of annihilating these bands of robbers. The men comprising the patriotic guerrilla bands are armed on the cavalry model, and are provided with good horses. They make long marches over the bogs, with the intricacies of which they are well acquainted. Their attacks are remarkable in their impetuosity.

In vain have squadron after squadron of Hungarians and Uhlans been sent in pursuit of the armed peasantry, who retreat to the recesses of the marshes, and exhaust and harry the intruders by ceaseless attacks. Their operations have reached Brest-Litvosk, where they attacked, under cover of the darkness, the Austrian Staff, and threw the enemy's ranks into confusion.

ORGY IN A CHURCH.

In the Borisoff district the partisans overtook the German marauders near Youkshtata. The Germans had arranged an orgy in the Roman Catholic church of this place, whither they had conveyed some village girls. They had also arranged for the presence of a band of musicians. The invaders were drunk, but they had sufficient presence of mind to post sentinels round the church.

The armed peasantry seized the sentinels and broke into the church, from which they dragged out the desecrators, with the assistance of the musicians and the horrified women. The marauders were bound, and sent into the Russian lines.

Subonevitch's men are styled by the Germans "The Band of the Marsh Wolf," and extraordinary efforts have been made to capture the armed peasants, who are too well acquainted with the resources of the marshes to be entrapped. The guerrilla band of M. Subonevitch is composed (says the *Novoe Vremya*) of Russians and Poles, with a few Caucasian "ingoushes" (mounted Guards).

HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 25th December is as follows:—

	Receipts for week.	Aggregate receipts for 52 weeks
This year	$11,037	$571,195
Last year	10,39	577,567
Increase.....	998	—
Decrease	—	6,371

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR

SPALDING'S ATHLETIC GOODS.

—o—

EVERY REQUIREMENT FOR GOLF.

SPALDING'S "GOLD MEDAL" CLUBS.

DRIVERS AND BRASSIES — PRICE $5.50 EACH. | IRONS — PRICE $4.75 EACH.

R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW'S.

DRIVERS AND BRASSIES — PRICE $4.00 EACH. | IRONS — PRICE $4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS. PRICE $3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS,

STOCKED IN ALL MODELS.

GOLF SCORERS. CADDY BAGS. CLOCK GOLF. GOLF PAINT. TEES. CAPTIVE GOLF. ETC.

JUST ARRIVED: NEW CONSIGNMENT OF SPALDING'S G. M. TENNIS RACKETS.

LANE, CRAWFORD & CO.

[22

MILD—COOL—FRAGRANT.

ROSITA

One of the Best Cigars of the East. Made of the finest selected SUMATRA TOBACCO by experienced workmen.

ONE TRIAL makes you a Customer.

TINNED BOXES OF 50 CIGARS $4.25.

Obtainable at:

THE HONGKONG CIGAR STORE.
A. S. WATSON & CO.
GRAECO-EGYPTIAN TOBACCO STORE.
SHERIFF & BROS., 30, QUEEN'S RD. CENTL.

SOLE IMPORTER.

WILLEM HEYBLOM,
POWELL'S BUILDINGS,
PHONE: 1687.

Hongkong, 28th December, 1915. [1176

Bovril develops big reserves of strength

IT MUST BE BOVRIL

BRITISH TO THE BACKBONE

VISITORS TO CANTON Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER,"

BY CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE $1.75

On Sale at:—

Hongkong: "DAILY PRESS" Office.
" MESSRS. KELLY & WALSH, LTD.
" MESSRS. BREWER & CO.
Canton: MESSRS. A. S. WATSON & CO.

ON SALE AT THE HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG OR WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on SATURDAY, the 1st January, 1916.

Hongkong, 29th December, 1915. [1333

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

ISSUE OF 10,000 NEW SHARES.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS RESIDENT IN THE COLONY are reminded that applications for new shares, as above, must be lodged with the Company's Bankers in Hongkong, the HONGKONG AND SHANGHAI BANKING CORPORATION, not later than the 31st December, 1915.

R. M. DYER,
Chief Manager.

Hongkong, 28th December, 1915. [1334

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA (1914),

$16,000,000 AND SUPPLEMENTARY ISSUE OF $8,000,000,

AND

THE NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC OF CHINA (1915),

$24,000,000.

SUBSCRIBERS to the above TWO LOANS are hereby notified that the Interest Instalments for the month of December, each amounting to Dollars One Hundred and Twenty Thousand ($120,000),—$240,000 in all—have been duly received by the Undersigned and brought to Loan Service Account.

F. A. AGLEN,
Inspector General of Customs, and Vice-Chairman of the Bureau of National Loans.

Inspectorate General of Customs, Peking, 15th December, 1915. [1329

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 318, dated 25th September, 1883, of Fifty Shares Nos. 9311-9360 in this Company, standing in the name of MR. WEI A KWONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

Dated 13th November, 1915.

C. PEMBERTON,
Secretary.
[1277

GREEN ISLAND CEMENT CO., LIMITED.

LOST.

APPLICATION has been made to thie Company to issue Duplicate Certificats of 50 Shares in this Company in the name of MR. ARTHUR ROBERT DONNELLY or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 9518—50 Shares numbered 234577/234626 dated 21st February, 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company the undersigned will then proceed to deal with such application for duplicate.

For the GREEN ISLAND CEMENT CO., LTD.,
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 14th December, 1915. [1276

WANTED.

DAILY or Resident NURSE for two Children at the Peak. Apply by letter enclosing copies of testimonials to—

"E.,"
Care of "Daily Press" Office.

Hongkong, 10th November, 1915. [1164

TO LET—FULLY FURNISHED.

"ABERGELDIE," 136, THE PEAK. About March, or sooner if convenient

Apply—

A. RITCHIE,
Care of Messrs. DODWELL & Co., LTD.

Hongkong, 10th November, 1915. [1163

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
No. 2, ZETLAND STREET.
No. 25, SHELLEY STREET.
No. 25, SEYMOUR ROAD, WOODLANDS VILLA WEST.
No. 58, PEEL STREET, on Caine Road level.
"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.
"LEWKNOR," No. 126, THE PEAK.
"HARTING," Austin Road, Kowloon.
ONE OFFICE or SHOP in Duddell Street, Ground Floor.
No. 3, "THE ALBANY."
ROOMS, in Duddell Street.
"ROSENEATH," 2, Hankow Rd., Kowloon.
No. 6, BELILIOS TERRACE.
No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
ONE GODOWN, No. 8, Burrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).
No. 56, THE PEAK (5 CAMERON VILLAS.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 8th December, 1915. 43

HOUSES TO LET

TO LET.

TWO HOUSES in "STONEHENGE," No. 5, Robinson Road. Newly done-up and remodelled.

Each House contains downstair Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.

Outhouses and Grass Tennis Court.

Shortly available for occupation.

Apply to—

DAVID SASSOON & Co., LTD.

Hongkong, 22nd December, 1915. [1313

TO LET—FURNISHED.

NO. 51 CONDUIT ROAD, 8 Rooms, 4 Baths, h & c, Ample Servants' Quarters, Two Tennis Courts. From 1st of March to end of year.

Apply to—

COLBOURNE LITTLE,
18 Bank Buildings.

Hongkong, 21st December, 1915. [1307

TO LET.

OFFICES in Queen's Building.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 8th December, 1915. [1261

TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916

Apply to—

J. VINCENT BRAGA,
Toyo Kisen Kaisha.

Hongkong, 16th November, 1915. [1190

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, PEAK.

Apply to—

M. J. D. STEPHENS.

Hongkong, 12th November, 1915. [1170

TO LET.

"THE KENNELS," 168, Magazine Gap. Thoroughly renovated and repaired.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 10th November, 1915. [1163

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—

DEACON, LOOKER, DEACON & HARSTON.

Hongkong, 19th October, 1915. [1094

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

Apply—

LINSTEAD & DAVIS.

Hongkong, 18th October, 1915. [1089

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 24th October, 1915. [45

TO LET.

OFFICES in St. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.

Apply to—

SHEWAN, TOMES & Co.

Hongkong, 3rd December, 1914. [39

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
OFFICES in Des Vœux Road Central.
HOUSES in CLIFTON GARDENS, Conduit Road.
NEW HOUSES in Broadwood Terrace.
HOUSES at the Peak.
No. 1, MORETON TERRACE, Causeway Bay.
GODOWNS, at Wanchai.
Nos. 1, 2 and 3, WEST END TERRACE CANTON.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 4th November, 1915. 38

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 29th December, 1915. [1177

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply— A. E. AVASIA,
Care of E. PARANJI,
No. 1, Duddell Street

Hongkong, 2nd February, 1915. [244

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of January, 1916, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of Two Lots of CROWN LAND above Kennedy Road and South of I. L. 1216, Robinson Road respectively, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale	Registry No.	Locality.	Boundary Measurements. (Approximate.) N.	S.	E.	W.	Contents in Square Feet.	Annual Rent.	Upset Price.
			feet	feet	feet	feet		$	$
1	Inland Lot No. 2153.	Above Kennedy Road.	As	per	sale	plan.	26,711 (about)	134	5,342
2	Inland Lot No. 2154. South of Inland Lot No. 1216, Robinson Road.		As	per	sale	plan.	55,116 about	330	11,023

Hongkong, 23rd December, 1915. [1320

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th [illegible]7, 1915. [738

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [1092

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging

Canton Marbles in Various Shades

TELEPHONE 1219.

Hongkong, 4th February, 1915 [illegible]

NOW READY.

DIRECTORY OF PROTESTANT MISSIONARIES

FOR

CHINA, JAPAN AND COREA.

HONGKONG DAILY PRESS OFFICE

PRICE:

Cloth Cover $1.25
Paper 0.80

Hongkong, 21st December, 1915.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 36 years, FROM 1874 TO 1909.

PRICE ..... $2 CASH.

On Sale at the DAILY PRESS Office or Local Booksellers.

INTIMATION

WINES AND SPIRITS

ASSORTED CASES FOR XMAS.

CASE No. 1—$20.

3 Bottles St. Estephe Claret.
2 Bottles Sherry, Light Dry.
2 Bottles Port, Superior Light Invalid.
2 Bottles Gin.
1 Bottle Superior Old Liqueur Cognac.
1 Bottle Very Old Liqueur Scotch Whisky E Quality.
1 Bottle Dewar's Scotch Whisky.

CASE No. 2—$26.

1 Bottle St. Marceaux Champagne
1 Bottle Sparkling Burgundy.
3 Bottles Claret, St. Estephe.
1 Bottle Sherry, Superior Pale Dry, D Quality.
1 Bottle Port, Superior Light Invalid.
1 Bottle Superior Old Liqueur Cognac.
1 Bottle Very Old Liqueur Scotch Whisky E Quality.
1 Bottle Dewar's Scotch Whisky.
1 Bottle Gin.
½ Bottle Crême de Menthe.

CASE No. 3—$30.

2 Bottles St Marceaux Champagne.
1 Bottle Sherry Superior Pale Dry, D Quality.
2 Bottles Port, Superior Light Invalid.
1 Bottle Very Finest Old Brown Brandy E Quality.
1 Bottle Very Old Liqueur Scotch Whisky E Quality.
1 Bottle Dewar's Scotch Whisky.
3 Bottles Claret, St. Estephe
½ Bottle Crême de Menthe.

SPECIAL CASES PUT UP TO ORDER.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

'13

BIRTH.

MORRISON.—At Lauriston, Hongkong, on December 28th, to Mr. and Mrs. K. S. MORRISON—a daughter. [1332

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 29TH DECEMBER, 1915.

CHINA'S OUTLYING DOMINIONS.

ONE of the solid and permanent benefits that China may be expected to gain from the change from a republic to a monarchy will, we think, be that the sources of unrest and the possibilities of disorder in her outlying dominions will be greatly diminished. It is early to speak of Tibet; the troubles that China encountered there are only very slightly and indirectly connected with the change of government, and then only in so far as, during and after the revolution, the authorities of Szechuan found other matters to occupy their attention. While the Republicans were slaying Chao Erh-feng, the conqueror of the tribal country of the Szechuan-Tibet borderland, the Tibetans were accumulating strength to defeat the ill-equipped and mismanaged Republican expedition that was to be sent against them. On that side (apart from what the Simla Conference may eventually achieve) it is only as the assumption of the purple by YUAN SHIH-KAI gradually establishes firm and ordered government in China itself that it will affect the situation. In Mongolia, however, we may venture to look for direct fruits from the change of government. It seems an anomalous situation, to say the least, that an elected President should be the overlord of hereditary princes, and it is not to be wondered at that some of these princes have found the position galling and that unrest has been created. It would be incorrect to say that the adoption of a republican form of government in China was the direct cause of the Urga *Hutukhtu's* revolt and of the establishment of an independent Outer Mongolia under the Russian *aegis*; as Mr. DOUGLAS CARRUTHERS has demonstrated in his "Unknown Mongolia," the outlying regions have always tended to gravitate in the Russian direction, if only for the sake of comparatively easy communications, while the example of the hierarch of Tibet in resisting the Chinese authority would necessarily inspire his brother-pontiff at Urga to strive for the attainment of the same end. But even if there had been already developing in Outer Mongolia a tendency to throw off the Chinese yoke, there is at the same time no doubt that to many of the princes their allegiance to China seemed far less binding when the ruler of China was a man elected (in theory) by the people themselves than when he claimed a divine right and asserted himself as the Vice-Regent of Heaven.

The incompatibility of a republican overlord with tributary states ruled on strict feudal lines was soon seen. It will be remembered that soon after he came into office, YUAN SHIH-KAI deemed it prudent to placate some of the doubtful Mongolian chiefs by promoting them in the order of nobility, and immediately the perfervid followers of Dr. SUN protested that all ranks of nobility were inconsistent with an equality of citizenship, and that by conferring titles of any sort the PRESIDENT became a traitor to the strict republican ideal. The republican system certainly never found a footing even in those regions of Mongolia that did not secede; none of the hereditary princes showed the least inclination to abdicate in favour of an elected ruler. With two parts of the dominion run on lines so diametrically opposed, friction must have arisen sooner or later, and there can, we think, be no doubt that the troublous state of Mongolia during the last few years has been due, ultimately, to the impossibility of reconciling the two governmental systems. The daring and incessant raids of the *hung-hutze* and other brigands are largely symptomatic; the murder of Mr. GRANT and the mutiny of the troops at Kalgan are further signs of the extent to which unrest has been prevailing in Mongolia, apart altogether from the troubles and difficulties that have beset China with regard to the Urga *hutukhtu's* declaration of independence. It yet remains to be seen whether China will finally succeed in winning back Outer Mongolia and consolidating it once more as an integral part of her dominions. The task will certainly present infinitely less difficulty under a monarchy than under a republic. Similarly, with regard to the restoration of order in Inner Mongolia, any final settlement of the form of government in China will make the task easier than when the *status* of China herself is doubtful, but the task will be still more facilitated if the form of government prevailing in China is roughly in accordance with that to which the people and rulers of Mongolia are themselves accustomed, as then the princes will no longer have any cause for fear lest they should lose their own cherished prerogatives.

A mail for Europe *viâ* Siberia closes to-day at 11 a.m.

As will be seen from an advertisement elsewhere, the Hongkong and Whampoa Dock Co., Ltd., announce the issue of 10,000 new shares.

A fire, which broke out at a soy brewer's at Nakanogo, Honjo, Tokyo, recently, destroyed 400 houses and half-a-dozen factories of various kinds.

During the week ending December 24th, three fatal Chinese cases of diptheria were reported, also two fatal Chinese cases of enteric fever, and a fatal Chinese case of puerperal fever.

At the Criminal Sessions yesterday, the Puisne Judge reserved his sentence in the case in which a Chinese named Ua Keng is indicted for the manslaughter of a Chinese constable at the Union Wharf. The jury found the accused guilty.

The tenth edition of the Street Index of the City of Victoria and other parts of the Colony, by Mr. Arthur Chapman, the Government Assessor, has just been issued. This very useful work is published by authority and is printed by Messrs. Noronha & Co.

At the Magistracy yesterday, a Chinese was charged with the attempted murder of his wife and also with attempting to commit suicide at Yaumati on the 14th inst. It was stated that the man, apparently, attacked his wife because she would not go into the country at his request. A remand was granted.

GOLF.

ROYAL HONGKONG GOLF CLUB.

The full results of Monday's Competitions at Fanling are detailed below:—

BOGEY COMPETITION—18 holes under handicap.

Tie Capt. C. Campbell .....Scr. all square.
" Mr. W. D. Krait ..... 5 "
Mr. C. D. Martyn ..... 5 2 down.
Mr. C. B. Johnson ..... 6 "
Mr. P. P. J. Wodehouse.. 11 3 down.

MIXED FOURSOMES COMPETITION.

Conditions:—18 holes Medal play under handicap. Half aggregate handicaps deducted from gross scores:—

Mr. and Mrs. Henry Humphreys	105—27	78
Mr. and Mrs. H. H. J. Gompertz	114—26	88
Miss J. Rodger and R. Henderson	113—23	90
Mrs. H. H. Wilson and J. Hooper	104—13	91
Mr. and Mrs. A. C. Davison...	109—17	92
Mrs. Morton Smith and A. Ritchie	111—19	92
Capt. C. Campbell and Mrs. Riddle	105—13	92
Mrs. and Mr. B. D. Evans ...	114—22	92
Miss M. Rodger and A. B. Stewart	102— 8	94
Mrs. and Mr. F. Maitland ...	121—27	94
Miss Alix Gordon and C. B. Layton	116—21	95
Mrs. and Capt. Milner Jones	105— 9	96
Mrs. and Mr. Beavis	114—17	97
Mrs. Ritchie and E. Morton Smith	125—27	98
Mrs. Forsyth and R. E. Lindsell	119—21	98
Mrs. J. Rodger and J. D. Kinnaird	119—19	100
Mrs. Moxon and A. C. Leith...	110—10	100
Mrs. Potter and C. W. Beswick	120—19	101
Mrs. Beswick and C. S. Archbutt	114—13	101
Miss Craddock and R. F. Hall	122—20	102
Mrs. Shenton and T. W. Hill	117—13	104
Mrs. and Mr. C. D. Lambert	133—27	106
Mrs. and Mr. J. W. Stewart...	118—12	106
Miss Wilkinson and B. Wilkinson	116— 9	107
Mrs. Taylor and Sir W. Rees Davies	137—20	117
Lady Rees Davies and P. P. J. Wodehouse	149—24	125

CRICKET.

KOWLOON "B" *v.* CLUB "B."

Played at Kowloon on the 27th inst., the Club winning easily. Scores:—

KOWLOON.

L. J. Blackburn, b Hamilton	11
D. J. McKenzie, b Hamilton	7
J. W. Christian, c Hamilton, b Morgan	1
A. R. F. Raven, c and b Hamilton...	23
A. O. Brawn, b Morgan	7
K. McLennan, b Whitmarsh	39
W. T. Elson, b Whitmarsh	24
W. L. Weaser, c Cary, b Glaister...	6
Capt. Liddell, c Butler, b Whitmarsh	0
J. H. Mead, c Jacks, b Whitmarsh	7
J. C. Fletcher, not out	5
Extras	6
Total	136

BOWLING ANALYSIS.

	O.	M.	R.	W.
Morgan	12	2	52	2
Hamilton	11	2	36	3
Glaister	5	0	15	1
Whitmarsh	6	0	28	4

CLUB.

P. Jacks, c Elson, b Blackburn	22
C. Hooper, c Raven, b Fletcher	19
J. Glaister, c Fletcher, b McKenzie	43
A. Whitmarsh, st. Elson, b McLennan	15
E. W. Hamilton, hit wicket, b Raven	62
Lt.-Col. Morgan, c McKenzie, b Raven	42
Major Harris Edge, c and b Weaser	0
F. W. Cary, c Elson, b McKenzie ...	6
Butler, c Liddell, b McKenzie	7
F. A. Redmond, not out	27
Extras	12
Total	255

BOWLING ANALYSIS.

	O.	M.	R.	W.
Blackburn	10	0	59	1
Fletcher	9	1	37	1
McLennan	6	0	35	1
Weaser	10	0	47	1
Brawn	1	0	22	0
McKenzie	6	1	14	3
Raven	9	2	34	2

ASSOCIATION FOOTBALL.

VETERANS H.M.S. "TAMAR" *v.* NAVAL YARD "OLD BOYS."

This interesting match took place on the ground of H.M.S. *Tamar* before a good crowd of spectators.

A collection was taken at the interval by Able Seaman Smith, of H.M.S. *Tamar*, on behalf of the "Pipes for men in the Trenches" Fund. The collection amounted to $74.51 which, together with $7.00 obtained at the Naval Yard Police Canteen by the Canteen Carol Singers, makes a total of $81.51 and this amount is to be handed over to the fund entirely.

The match ended in a draw 1—1 after a fine sporting game. Pucket for the Veterans was constantly in the picture with powerful kicking and C.P.O. McLeod was coolness personified between the sticks. He came well prepared, for in addition to cricket leg-guards and boxing gloves he had charge of a couple of life buoys in case he was torpedoed. Parry and Sears played finely on the left for the Naval Yard and Ponsford on the right wing frequently had the Veterans' defence in a tangle. He was only brought up with difficulty, but his constant trouble was that he could not keep his "Bowler" on. Williams, who had changed feet with his boots at half time beat McLeod with a daisy cutter. The latter probably would have stopped this shot had he not been handicapped by his armour. This equalised the goal that Caldwell had scored just previously for the Veterans. For the Veterans Caldwell, Connor, and Williams played well, as did Bearne, Deane and Sears for the Old Boys.

Mr. G. Fennemore, who had charge of the game, was attired in a fearful costume but some of his decisions did not give promise of his making much headway as a Referee.

DUMPLING.

THE WAR.

WILL GREECE BE INVADED?

ENEMY SUBMARINES ACTIVE.

FRENCH MAIL AND OTHER VESSELS SUNK.

ARTILLERY WORK IN THE WEST.

INDIAN TROOPS LEAVE FRANCE.

THE KING'S MESSAGE.

SHIPPING LOSSES.

FRANCO-BELGIAN FRONT

[THROUGH REUTER'S AGENCY.]

GERMAN ATTACK IN CHAMPAGNE.

EASILY REPULSED.

PARIS, December 28th.

The evening *communiqué* says:—We successfully bombarded the enemy positions between the Grand Dune and the sea, destroying parapets and blowing up a blockhouse. We exploded a mine in Artois, north-west of Hill 140, and frustrated enemy attempts to occupy the crater.

Our artillery between the Somme and Rheims damaged a German work.

The Germans, after a bombardment in Champagne, launched an attack on our lines, which was easily repulsed.

The French artillery made good practice in the Vosges, destroying a concealed battery of machine-guns.

EFFECTIVE FRENCH ARTILLERY WORK.

PARIS, December 27th.

The evening *communiqué* states that the French artillery has been most active in Artois, south of Bailleul and south of Arras, and made most successful practice in Champagne, disturbing enemy working parties. A fine shot blew up a munition depot in Woevre.

A French battery caught a munition train halted at Hachimette station, in the Vosges, and observers saw a terrific explosion.

HOSTILE TRENCHES BOMBARDED.

LONDON, December 28th.

A *communiqué* says that the enemy in the morning sprang a mine opposite our line to the south-east of the Hohenzollern Redoubt. We consolidated the nearest edge of the crater.

Our artillery bombarded hostile trenches south of the Lille-Armentieres railway with good effect. The enemy replied vigorously, but did little damage.

Elsewhere there was only normal artillery activity.

MINING AND ARTILLERY ENGAGEMENTS.

LONDON, December 27th.

A *communiqué* issued by the Press Bureau states that there has been some mining activity south of the La Bassee Canal, where an enemy mine failed to damage our trenches.

Our artillery, to the north of the Somme, did effective work against the enemy's positions and also east of Albert. Elsewhere there were only intermittent minor artillery engagements.

ACTIVITY IN LORRAINE.

PARIS, December 27th.

A *communiqué* states that there has been nothing doing during the night, except in Lorraine, where French artillery bombarded the enemy's works south-west of Chateau Elaflins.

CALM.

PARIS, December 26th.

A *communiqué* says:—The night along the whole front has been quiet.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

WILL GREECE BE INVADED?

CONTRADICTORY TIDINGS.

LONDON, December 27th.

The news from Greece is most contradictory. It is stated that the Greek military authorities, despite German threats of an advance after Christmas, believe that the enemy will not enter Greek territory, owing to the hesitation of the Bulgarians to embark on a new campaign without a definite object.

The Bulgarans think they have attained the goal of their conquest, Serbian Macedonia, and are reluctant to add to their already huge losses unless promised further important territorial compensation.

On the other hand, it is declared that a formidable converging Turco-Bulgo-German attack is likely in a few days.

The *Times'* correspondent has had an interview with M. Scouloudis, who states that Greece has obtained sufficient guarantees that the belligerents will evacuate Greek territory after the fighting.

The Athens correspondent of the *Daily Chronicle* has interviewed M. Gounaris, who is regarded as the man of the future. He emphasised that Greek neutrality would last only so long as her territorial integrity was respected.

GERMAN TROOP MOVEMENTS.

LONDON, December 26th.

According to advices received in Amsterdam from the Belgian frontier, the Germans are carrying out considerable movements of troops behind the front, delaying their projected attack owing to increasing ignorance concerning the numbers and positions of the Allies.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SHIPPING LOSSES.

SINCE BEGINNING OF WAR.

LONDON, December 28th.

Shipping statistics show that while, actuarially estimated, since the beginning of the war the losses sustained by the British Mercantile Marine have been £10,000,000 sterling, the actual losses aggregated £2,732,000. The total losses for sixteen months average six per cent. of the declared values.

ENEMY SUBMARINES SHELLED.

PARIS, December 27th.

A Naval *communiqué* states that while exploring the Golf of Solum, between Egypt and Cyrenaeia, a French cruiser bombarded and destroyed a Turkish battery. Simultaneously two large enemy submarines were discovered and shelled. The submarines remained at a great distance and fled after a two hours' cannonade.

[THROUGH REUTER'S AGENCY.]

ENEMY SUBMARINE ACTIVITY.

FRENCH MAIL AND OTHER STEAMERS TORPEDOED.

LONDON, December 27th.

The following steamers have been sunk:—

BRITISH.

The *Yeddi*, the crew being saved.

The *Cottingham*, seven being saved.

The steamer *Hadley* has also been sunk.

FRENCH.

The *Ville de la* Ciotat, part of the crew and passengers being saved and landed by the steamer *Meroe;* 80 of the crew and passengers lost.

A Paris message confirms the sinking of the *Ville de la Ciotat*. It says that the liner was torpedoed by a German submarine in the Mediterranean on the 24th inst. without warning. Passengers and crew were landed at Malta.

LATER.

Eighty persons were drowned on the *Ville de la Ciotat*.

BELGIAN.

The *Ministre Beernaert*, seven being saved.

[The *Yeldo*, 4,563 tons, was built in 1901 for the Ocean Navigation Co., Ltd.

The *Cottingham*, 513 tons, was built in 1907 for Messrs. A. Meek and Sons.

The *Ville de la Ciotat*, 6,378 tons, belonged to the Messageries Maritimes and was on the regular run from Europe to the Far East. She left Hongkong on November 27th, bound for Marseilles.]

RUSSIAN DESTROYER AND ENEMY SUBMARINES.

PETROGRAD, December 28th.

An official announcement reports an encounter between the destroyer *Gromky*, off the Bulgarian coast, and a number of enemy submarines. The *Gromky* skillfully evaded two torpedoes, and repulsed the submarines. It is believed that one submarine was sunk.

GENERAL.

[THROUGH REUTER'S AGENCY.]

FIERCE FIGHTING IN MESOPOTAMIA.

BRITISH CASUALTIES.

LONDON, December 27th.

It is officially announced that General Townshend reports that there was fierce fighting on the 24th and 25th inst. for possession of a fort on the north side of the Kut Peninsula, in which the enemy effected a lodgment, was repeatedly ejected and finally withdrew, leaving 200 dead inside the fort on the 24th inst. His further casualties are estimated at 700 killed and wounded, and ours at 109.

The fighting at Kut-el-Amara is reported in two despatches, the first of which is dated the 24th inst. It says that from ten o'clock in the morning till past noon our position was heavily shelled. The enemy having trenched his way to the fort, effected an entrance, but was driven out, leaving 200 dead inside. This fort is on the right flank of his landward position on the north side of the Kut Peninsula.

The second despatch, dated the 25th inst., says that fierce fighting occurred from midnight for the possession of the fort. The enemy effected a lodgment in the northern bastion, but was ejected. He came on again and occupied the bastion. The garrison, composed of the Oxford Light Infantry and the 103rd. Infantry, held on to the entrenchment. They were reinforced by the Norfolks and the 104th Regiment. The enemy vacated the bastion early on Christmas morning and retired into his trenches 400 to 900 yards to the rear, although his attacks had been made from his front trenches, which were only 100 yards from the breach.

The rest of Christmas Day was quiet. The fort garrison are in excellent spirits. A whole Division appears to have been engaged in the attack.

A MONTENEGRIN OFFENSIVE.

LONDON, December 26th.

A Montenegrin *communiqué* says:—The Montenegrin offensive in Sanjak led to a sanguinary engagement, on the 3rd inst. The enemy was driven headlong towards Bilopolje, leaving on the field over five hundred killed. A hundred prisoners were taken.

LONDON, December 27th.

The Montenegrins have continued the offensive successfully. A *communiqué* says they captured several villages after sharp fighting. All day the Austrians fost heavily.

[THROUGH REUTER'S AGENCY.]

INDIAN TROOPS LEAVE FRANCE.

KING'S INSPIRING MESSAGE.

LONDON, December 27th.

The departure of Indian troops from France is revealed in an official announcement which says:—"At a parade of the Indian Army Corps before their departure from France, the Prince of Wales delivered a message from the King-Emperor, warmly thanking them for their services, which are now required in another field of action."

The following is a text of His Majesty the King's message to the Indian Army Corps in France:—

"More than a year ago I summoned you from India to fight for the safety of the Empire and the honour of my pledged word on the battlefields of Belgium and France. The confidence then expressed in your sense of duty, courage, and chivalry you have since nobly justified. I now require your services in another field of action, but before you leave France I send my dear and gallant son the Prince of Wales, who has shared with my Armies the dangers and hardships of the campaign, to thank you in my name for your services and express to you my satisfaction.

"British and Indian comrades-in-arms, yours has been a fellowship in toils and hardships, in courage and endurance, often against great odds, in deeds nobly done in days of an ever memorable conflict. In a warfare waged under new conditions and peculiarly trying circumstances you have worthily upheld the honour of the Empire and the great traditions of my Army in India.

"I have followed your fortunes with the deepest interest, and watched your gallant actions with pride and satisfaction. I mourn with you the loss of so many gallant officers and men. Let it be your consolation, as it was their pride, that they freely gave their lives in a just cause for the honour of their Sovereign and the safety of my Empire. They died as gallant soldiers, and I shall ever hold their sacrifices in grateful remembrance.

"You leave France with just pride in honourable deeds already achieved, and with my assured confidence that your proved valour and experience will contribute to further victories in the new fields of action to which you go. I pray God to bless and guard you, and to bring you back safely when the final victory has been won, each to his own home, there to be welcomed with honour among his own people."

NEWSPAPER COMMENTS.

The King's message takes pride of place in the newspapers, all of which heartily endorse His Majesty's stirring words.

The *Times* says that the justice of the King's tribute to the services of the Indian Corps in France will be admitted, but for Indian soldiers trench warfare under our leaden and sunless Western skies, and in the drenching rain of the winter months, was extremely trying, and there can be no question that the Government has been well advised to transfer them to operations nearer their Motherland.

The *Telegraph* says that so lofty a tribute has been gallantly earned in many a field. His Majesty, with his customary tact, had clothed in memorable words the feelings of all Englishmen as they watched the prowess of these loyal soldiers of the King. Whatever may be in store for the Indians, they had proved their incontestable worth on the Western front.

The *Daily Graphic* comments that the Indians were hurried to the post of duty when we had no men ready to swell the ranks against the German hordes, and an ordeal awaited them in which they had transcended expectations. They had proved themselves, despite very handicap, heirs to the proudest fighting traditions, and even if they fought no more their glory was secure.

KING PETER IN ITALY.

ROME, December 26th.

King Peter has arrived in Italy from Valona.

[THROUGH REUTER'S AGENCY.]

CHRISTMAS AT THE FRONT.

HOW THE SOLDIERS ENJOYED THEMSELVES.

LONDON, December 26th.

Christmas at the Front is graphically described by Reuter's special correspondents in France and Macedonia.

In France, Christmas Day broke wet, blowing and cheerless. By noon, the sun struggled through the clouds and later the weather was fine and very mild. There was plenty of good fare in the trenches and the day was spent as comfortably as the waterlogged environments—which no efforts can successfully overcome—permitted.

The day was uneventful, neither side being provocative. There was a deal of hearty though desultory singing in many places where the German trenches were close to ours. The guttural chanting of the Boches occasionally reached our lines and invariably this was the signal for most vociferous choral singing in an attempt to drown the sounds. The German overtures in the direction of fraternising were slight and faint-hearted, as though their contemptuous rejection was a foregone conclusion.

In the afternoon every meadow at the rear of the lines which was in any wise under cover became a football field among the troops. The reserves and those in billets celebrated the day with far more traditional thoroughness.

The Christmas mails were colossal and exceedingly heavy. A single day's delivery Christmas week totalled 18,500 bags, representing three million letters and half a million parcels.

The conditions at the encampments on the hills of Macedonia were far more cheery, there having been warm, sunny spring-like weather for days past. At Salonica there was a regular Christmassy air. Quantities of holly were sold in the streets, while legs and heads of turkeys were seen protruding from every motor lorry proceeding towards camp. Countless Tommies could be observed struggling along with one or two live birds under their arms; the prices, which were recently six or seven francs, rose to forty and sixty francs. Nuts, raisins, dates, figs and oranges were sold out. Never has Salonica seen such celebration.

The Christmas situation in the trenches permitted granting to the men, who have recently had a fatiguing time in digging the new lines, a holiday. Everywhere there was the real holiday spirit, football, races and games being the order of the day. The holiday was celebrated in the French camps with almost equal enthusiasm, and the men entered into the playing of Rugby football with the most hazy notions as regards rules. The fun resulting convulsed the British Tommies, whilst the onlooking French joined in the laughter good-humouredly. In the evening concerts and sing-songs were held, one mess actually transporting a piano into the Camp.

FIGHTING IN PERSIA.

TURKO-GERMAN DETACHMENT DEFEATED.

PETROGRAD, December 27th.

A *communiqué* says that the Russians, midway between Teheran and Hamadan, defeated a Turko-German detachment, consisting of rebellious Persian gendarmes and bands armed with artillery and machine-guns. The enemy lost several positions; many were killed or wounded, and others fled.

ENEMY ATTACK AGAIN REPULSED.

DELHI, December 27th.

Reuter's correspondent, cabling on December 26th, says:—General Townshend reports that yesterday the enemy determinedly attacked a portion of our position, but was repulsed, losing from six to eight hundred men. Our casualties were under two hundred.

THE KING AND EGYPTIAN ARMY.

CAIRO, December 27th.

General Sir R. Maxwell, the Commander-in-Chief in Egpt, replying to the King's message to the officers and men, says:—"Your Magisty's Armies in Egypt, drawn from the United Kingdom, the Dominions and India, unite in humble thanks for your gracious and inspiring greetings. We are proud of the confidence placed in us and of the share we are taking in the fight for victory."

[THROUGH REUTER'S AGENCY.]

PERPLEXING POLITICAL POSITION.

FULFILMENT OF PREMIER'S PLEDGE.

LONDON, December 27th.

The political situation is most interesting. The Cabinet meeting to-day will probably discuss Lord Derby's figures, which are stated to reveal a fact necessitating the fulfilment of Mr. Asquith's pledge, and, possibly, leading to the resignation of the anti-Compulsionist Ministers. Even a General Election is suggested, but a compromise may be effected by giving the single unattested men another chance of joining voluntarily while the compulsory scheme is being prepared.

It is noteworthy that the *Observer*, till recently a supporter of the Government, now accuses Mr. Asquith of procrastination and irresolution. It says:—"If he is unable to make up his mind to give the country the fighting lead for which it is longing, then Mr. Lloyd George, who stands for what the country wants, should take his courage in both hands and appeal, like Chatham, to the nation." The *Observer* says he would win clean out.

CABINET MEET ON BOXING DAY.

LONDON, December 27th.

The Cabinet met to-day, there being a large attendance of members, Mr. Asquith returning from the country, where he spent the Christmas, and Mr. Lloyd George from the Clyde.

It is understood that the final results of Lord Derby's campaign were considered and that Mr. Asquith will make a statement thereon shortly after the Recess.

The unusual spectacle of a Cabinet meeting on Boxing Day attracted a crowd.

Most of the Ministers entered the meeting unrecognised, but when Lord Kitchener drove up in a motor-car the crowd rushed across the street, cheered, and waved umbrellas and handkerchiefs, even throwing their hats into the air.

Mr. Lloyd George also had a hearty reception.

STORMY CHRISTMAS WEATHER.

LONDON, December 27th.

A stormy Christmas culminated in a hurricane to-day. There was a continuous fall of rain, lasting for 14 hours, which caused a rapid rise in the Thames. The river is several feet above summer level. Trees were uprooted, and wooden structures blown down. There were numerous wrecks along the coast.

MR. CHURCHILL RETURNS TO THE FRONT.

LONDON, December 27th.

Mr. Winston Churchill has returned to France.

GENERAL CASTELNAU.

ATHENS, December 27th.

General Castenau has left Athens on his return journey to France.

ESCAPED GERMAN PRISONERS.

"SECRET DOCUMENTS" SEIZED.

As a sequel to the recent escape of of German prisoners, the authorities of the Japanese War Department have carried out a series of strict searches at the residences of certain German merchants and of families of German prisoners, at Moji, Kurume, and Fukuoka simultaneously.

Since German prisoners have been interned in Japan Messrs. Siemens Schuckert have been instrumental in effecting communications between Germany and the prisoners' camps at Kukuoka, Kurume, and Matsuyama. Money arriving from Germany for the relief of German prisoners in this country is distributed among them by the firm to the average monthly amount of not less than Y.10,000. "In these circumstances," concludes the Shimonoseki correspondent of the Osaka paper, "it is expected that an important case besides the issues connected with the escape of prisoners may be unearthed," although he gives no reason for such a deduction being drawn from such a legitimate proceeding as distributing money among the prisoners, which is done with the full knowledge of the Japanese authorities.

The Kurume correspondent of the *Mainichi* reports that the military authorities there made raids on the residences of seven German ladies whose husbands are prisoners interned at the camp in Kurume. At the house of Frau Kopp a large trunk containing "secret documents," is said to have been discovered and seized.

On the same day, says the Fukuoka correspondent of the *Mainichi*, the gendarmerie proceeded to the residence of the wife of Commander Saldern, interned in the Kukuoka camp. Keeping a strict guard round the residence, the authorties instituted a rigorous and extensive search in the house, the result being the seizure of another trunk containing more "secret documents."

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THE SAME TO-DAY AS IN
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Mrs W. H. Allen and child
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Mr H. Murray Bain
Mr J. R. Baring
Mrs E. R. Bellios
Mr R. E. Bellios
Mr R. R. Belford
Mr C. D. J. Bell
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Mr & Mrs C. W. Beswick
Mr R. J. Birbeck
Mr H. Bickerton
Capt B. Branch
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Mr R. Buchan
Capt G. Byers
Dr F. di Canevi
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Mr C. Champkin
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Mrs Cornelissen and child
Mr J. A. Connor
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Miss M. Clarke
Mr Ford Conrey
Mr & Mrs W. F. Coney
Mr N. Croucher
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Mr E. C. Morley
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Mr J. Ormiston
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Mr & Mrs Grant Smith
Mr & Mrs A. Findlay Smith
Mr & Mrs A. S. Sorenson
Mr G. E. Stewart
Maj.-Gen. Ventris
Mr & Mrs David Woo

WEATHER REPORT.

On the 28th at 12.15 a.m.—Pressure has decreased over the western portion of the map, considerably in the north and slightly in the south. A depression has probably formed over S.E. Mongolia.

No returns from Japanese stations.

A shallow depression lies between Borneo and the Visayas.

The monsoon is interrupted along the east coast of China. It will remain moderate over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST
Hongkong & Neighbourhood	Light or variable winds; fine.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks	The same as No. 1
South coast of China between Hongkong and Hainan..	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

28TH DECEMBER A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	7 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Ostima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jma	"	—	—	—	—	—	—
Bonin Is.	"	—	—	—	—	—	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	29.94	46	89	SW	4	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30 04	39	100	SSE	1	bf
Gutslaff	"	30.01	52	—	S	1	b
Sharp Peak	"	29.97	60	79	—	0	b
Amoy	9 a.	29.89	60	93	W	1	o
Swatow	6 a.	29.95	60	94	NW	1	o
Taihoku	5 a.	29.93	64	96	W	2	o
Taichu	"	29.93	69	—	—	0	o
Tainan	"	29.91	63	—	N	4	o
Koshun	"	29.88	66	—	—	0	b
Pescadores	"	—	—	—	—	—	—
Canton	6 a.	29.98	51	93	—	0	b
Hongkong	"	29.95	58	96	—	0	lf
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.94	58	98	—	0	b
Wuchow	9 a.	30.02	50	93	N	1	f
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	29.97	57	79	E	2	bf
Tourane	"	29.91	66	—	NNW	5	o
Cape St. James	"	29.84	70	—	NW	2	of
Aparri	"	29.79	75	94	—	0	o
Dagupan	"	29.73	73	96	NNE	1	b
Manila	"	29.76	76	96	—	0	o
Legaspi	"	29.73	79	92	NNE	1	b
Tacloban	"	29 73	76	96	—	0	b
Iloilo	"	29 69	77	94	N	2	of
Surigao	"	29.72	75	98	E	1	b
Labuan	"	29.72	78	94	SW	2	b

RADIO-TELEGRAMS.

* *Tjikembang* ... " 29.84 72 — NE 3 b5
* Lat. 18.28 N. Long. 111.49 E.

T. F. CLIXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, s snow, t thunder, v visibility, w dew (wet

7 RAIN in inches, tenths and hundredths.

HONGKONG TIDE TABLE.

From 29th December to 4th January, 1916.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time	HIGH WATER Height	LOW WATER H'kong. Mean Time	LOW WATER Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	29	m 1 12	5 8	m 8 51	2 3
		3 23 a	5 0	8 49 a	3 9
Wed.	30	m 2 29	5 2	m 9 33	2 7
		3 59 a	5 5	10 48 a	2 4
Thurs.	31	m 4 15	4 7	m 10 14	3 0
	Jan.	4 40 a	5 2		
Fri.	1	m 6 0	4 4	m 0 21	2 6
		5 26 a	7 0	m 10 58	3 3
Satur.	2	m 7 22	4 3	m 1 30	1 8
		6 18 a	7 5	m 11 44	3 4
Sun.	3	m 8 36	4 2	m 2 21	1 1
		7 13 a	8 1	0 32 a	3 5
Mon.	4	m 9 40	4 2	m 3 6	0 6
		8 7 a	8 5	1 21 a	3 5

ARMY CORPS SAVED BY THE LONDON IRISH.

NEW REGIMENT'S GLORIOUS RUSH.

One of the most stirring stories of British grit and courage in the present war is undoubtedly that of the charge of the London Irish Rifles in the attack upon Loos.

Some of them actually played football right up to the German trenches; but this was only one of a thousand acts of cool dare-devilry that marked a day which, according to Brigadier-General Thwaites, witnessed "one of the finest actions of the war."

Indeed, one of the men's letters from the front quotes Major-General Barter as saying that at one moment in the struggle it was not too much to say that one regiment, the 18th London, known as the London Irish, actually was instrumental in saving a whole army corps.

The following narrative is by one of the wounded lying in a London hospital, which gives for the first time the story of the regiment's great charge and equally great stand against hordes.

We were all kinds and creeds and parties in the regiment, he says, and we often thought how only a little over a year ago we were on the point of civil war. But this war has taught us the oneness of the Empire; so you saw landlord and peasant, Catholic and Protestant, Unionist and Nationalist, all friendly as probably never before in Irish history, and all vowing vengeance on the Hun.

NOW THE TIME HAD COME:

As soon as we heard the great bombardment start we knew the big advance was going to begin; and for nineteen solid days the guns banged away, till, as one wit in the regiment put it, "It was a wonder the sheels didn't bally well jam together in the air," so thick did they come over our heads. When we were ordered one night to the back reserve trenches and "fed up well" we knew the time was near. "Fattening the calf for slaughter," said we to ourselves.

Then everyone began to settle his affairs in case the worst should happen—which is always done. Pals were arranging together that the survivor should write to the other's people and others were making their wills, and all that. There are lots of gentlemen rankers with us—one ranker, for example, when asked why he had made no separation allowance to his wife, simply replied that he had already made over £3,000 a year to her. I don't know what his name was. The cousin of the Earl of Donoughmore and the nephew of Lord Dunleath both used to be in the ranks.

I can't tell you the pride we felt when we heard that we were actually to have the honour of leading the division. One first objective was to be the Valley Cross Roads, which commanded the way to Loos and Hill 70, after taking which we were, if possible, to break through as far as Lens, the key to Douai. After three days' good food and rest we were marched into the first trenches late at night, laden with ammunition, kitbags, and trench tools, and, in fact, everything we could carry.

THE GENERAL'S "SEND-OFF."

Our first job was to get over the parapet and start digging about three hundred yards nearer to the enemy, and by dawn we had managed to make a sort of ditch about three feet deep all along our front. It was not dangerous work the first night, for the Germans had not spotted us, and we left off at dawn; but when they did spot the new earthworks and realized what we were up to, the first thing they did in the morning was to start a terrific bombardment. We had to lie low all day till it was safe enough to go out again under cover of darkness and complete the job—for we were told we should have to stay in them the next day.

I shall never forget that night. As we "marched into battle," to use the old expression, the general—God bless him—took the officers one after the other by the hand, with a genial, "Put it there, lad," and "Good luck," and then said a few words to the men which stirred us to our inmost souls.

"The Empire expects great things of the London Irish to-day—remember that—for you have been chosen to lead the whole division. But, Heavens, you've got to be a soldier and to have been under fire and facing death for weeks to be able to understand what such words mean. No man can hear them and remain a coward, for you just feel that all the old people at home would scorn to receive you back unless you had had done your utmost.

A few minutes later we were crawling out into the open to finish the trench which was to be the springing-off place for the great dash that we hoped would break the German lines. No sooner had we reached this place than the stillness was broken by the roar of the enemy's guns, and bullets and shells poured on us, the explosions silhouetting us momentarily every few instants, and revealing us hard at work. How the b—ars got the range I can't tell, they must have got it during the day, but it was deadly accurate, and they picked the men off continually.

FORTHCOMING EVENTS.

Saturday, 1st Jan.:—
New Year's Day—Public Holiday.

Monday, 3rd Jan.:—
3 p.m.—Auction of Crown Land at Public Works Dept.

THE MUNITION CRISIS IN FRANCE.

A PERSONAL VISIT TO THE FACTORIES.

A correspondent of *Journal de Génève* says:—

Our journey through France, active and prosperous in spite of the war, edifies us on the effort of that country to get over the munition crisis which for a time paralysed its action.

We entertain no illusion as to what we saw. To judge of the work so far accomplished, it will be necessary to compare the production with the needs. Senator Charles Humbert, the soul of the Army Commission, writes every day in the *Journal*, and told us himself—"What is being done is well, but not enough"—"We can and we must do more." The Under-Secretary of State for Munitions, M. Thomas, did not hide it when he said to us: "I am happy that you are favourably impressed by the industrial efforts accomplished by France. As for me, however considerable it may be, I do not think it sufficient." M. Thomas knows the needs of national defence, we can only guess at them. Hence his scepticism and our admiration. But we were struck by an expression he used. Speaking of the works we had seen, he said: "That is the front, too." Very true; behind the first lines of trenches where our men fight and die, there is the second line where they work—there and here—the work is equally useful and equally hard.

Inspecting one front and the other, we get impression of details, not views of the whole. But the sentiment we carry away is equally deep, and we cannot but see proofs of strength in so many symptoms of accumulated energy. To-day, without giving figures which might be inexact and be indiscreet we would like to sum up our observations by comparing the evident needs with the efforts accomplished. Our readers can form their own conclusions.

EXPECTATION OF A SHORT WAR.

The crisis of the .75 and of munitions arose from the fact that at the French War Office they did not believe the campaign would be long. At the War Office, we say—not in military circles for the *Mercure de France* has recently shown that all serious military writers had foretold a long war. But that doctrine had not penetrated the Government offices, and, at the outset, it was thought superfluous to order material taking months to manufacture and which would be delivered after the end of the war. It is even reported that an official said the French guns were so good that there would always be enough of them. Accordingly, the metallurgic works were deprived of their men when mobilisation took place, to the extent that the steel works of Commentry had to be closed. After the battle of the Marne the expenditure of ammunition reached 240,000 shells a day; it was not believed the figure would be exceeded. In fact, it has often been and will often be in important attacks. At Arras, on a narrow front, as many as 400,000 shells have been fired in one day.

IMPERFECTIONS IN THE EARLY DAYS.

The erroneous forecast for a long time paralysed the manufacture of projectiles. When at last the requirements of modern war were fully understood, every recourse was taken to increase the output. But at the same time, as new and sometimes inexpert aid was brought in, it was thought possible to reduce the control tests. The result was numerous defects, which aroused grave anxiety in military circles. Imperfections in shells generally mean premature explosions, and many shells burst over the French lines. Generals and infantry began to lose their confidence in the .75, and the moral effect was as grave as the material loss. A great many guns were damaged by defective shells, and accidents occurred. Thus, a .75 crisis came on the top of the munition crisis. At the same time, new formations had to be armed and French industry had a double task imposed on it.

As for the heavy artillery, the mistakes were made before the war. What had been considered heavy artillery, pieces of 120 and 155, were found insufficient. Fortunately, the collaboration of England allowed the defect to be remedied by making use of the coast batteries, just as the Germans brought their fortress artillery to the front. The problem was reduced to this: transform the old heavy artillery, of 120 and 155, into quick-firers, by providing them with automatic brakes, and give greater utility to naval guns by mounting them on trucks or on field carriages. That double problem has been perfectly solved and the making of new pieces has been reduced to a minimum. As for shells, their profile had to be altered to increase the range of existing pieces. The only part of the programme which was quite new was the making of the 105 at Creusot and the 370 at Bourges.

DIFFICULTIES NOW SURMOUNTED.

We can now speak in the past tense of the material defects of the French army. By the end of March, the daily output of shells began to exceed the consumption, and since then it has constantly been increasing. The accumulations effected are very important, as the expenditure of the .75 is not very great on ordinary days. The field gun has a rapidity and mobility which cannot develop their effects in the trench war. Here, rapid pieces, throwing a heavier shell, are better adapted to actual circumstances. So a large proportion of the .75 shells turned out, still about three-fourths of the total production, can be added to the reserves. As for the guns themselves, they take a long time to make—four months are required for a .75—and one has to wait a long time for the fruit of efforts accomplished. Yet, this September the limit of output justified by the needs has at last been reached.

All we have seen in the war factories has given us the impression of a vast effort which has met immediate difficulties. The effort is, moreover, coherent and steady and far-seeing. The French Government have kept up with England. At Chatellerault new buildings have started; likewise at the Creusot. At Bourges a hydraulic press is being built for the filling of big shells; at Montlucon new furnaces are being set up—it is at present only preliminary work, which may take months. The artillery programme which was in hand is to extend over several months of 1916. It is now well understood that nothing can be obtained if only the immediate work is considered. They have come back to far-seeing programmes which ought to have been carried out in peace times. Many still believe that what is being done is below the needs and the possibilities. M. Humbert gave us disturbing instances. And yet, we cannot forget what we have seen with our own eyes.

ENDEAVOUR TO KEEP PACE WITH ENGLAND.

In actual figures, the output of England is greater than that of France. It is enormous, and nothing, if we were allowed to give details, would prove better the final result of the war. But it is vain to establish comparisons, for those efforts are not rival but co-ordinated. The Allies, to simplify their task, have standardised their armament,—Belgians and Englishmen have adopted the .75, and the Creusot works make the same heavy guns for France and Russia. Thus, all that is done in one country may be used in the others.

We do not think the effort of France is insufficient, as some pretend. It is considerable and magnificent—for a country of which one-eighth is invaded it is surprising. But it is not complete, for it will bear all its fruits slowly. Besides—it is not enough in itself—it is only one link in the chain that surrounds Germany and which is gradually being tightened. And it must be appreciated in correlation with the efforts of England, Russia, Japan, Italy, and the United States.

MEN AND MATERIAL IN GERMANY.

END OF RESOURCES NOT YET IN SIGHT.

WOOL GONE AND COTTON GIVING OUT.

M. Lazare Weiller, who returned at the end of September from a fresh tour of investigation in Switzerland, in a letter to the *Temps* sums up his impressions thus:—

"Germany is clearly not yet at the end of her reserves of men and raw material. I have been able to assure myself that her economic activity has not been suppressed by the hostilities. The number of her commercial travellers does not appear to have diminished, and we know that the private industrial and commercial services are not idle within the Empire for lack of *personnel*. The variety of the recruiting system in the various States enables our enemies to turn it to account for some of the needs of their economic existences. But this advantage which was due to their greater population and high birth-rate, is drawing to an end.

"As for raw material, it must be clearly understood that there is no dearth of the principal metals, and there will be none. Germany remains the biggest producer of iron, and she continues to manufacture alone more steel of all kinds than all the Allies put together. Our country must understand the immediate necessity for intensifying its war industries.

NO RUBBER OR WOOL.

"On the other hand, Germany has no rubber. Our enemies have to pay thirty shillings for what costs three shillings in England.

"Germany has no more wool. All the clothing which is now being made for the troops is of cotton. The special talent of the Boches in the matter of imitation is applied to giving this mediocre cloth the appearance of good cloth. Will they be able to give the wearers the illusion of warmth in the winter?

"Cotton plays, and is destined to play, one of the most important roles in the outcome of the war. I may say on trustworthy information that all the weaving and spinning mills in the invaded regions have been transformed into cotton mills. One-third only of their usual production is authorised, and that solely for the needs of the troops. All the remainder of the stock of cotton is devoted to the preparation of munitions.

"I have endeavoured to ascertain what might be the importance of this stock, and I have succeeded in collecting some interesting facts. It is known that the Germans, with their usual foresight, had ordered from America, before the war broke out, enormous quantities of cotton. At the moment that Prince Bülow's fruitless campaign was closing at Rome there were in Italian ports, Genoa especially, about 500,000 bales, which they sought to pass in transit some other way. When the rupture with Rome became imminent a large quantity of this cotton was sent to Switzerland to be warehoused by consignees, who were paid a commission.

COTTON IN SWITZERLAND.

"I am certain that there are at least 50,000 bales of this cotton still in Switzerland. Other fractions have passed the frontier, but the bulk is, perhaps, still in Italy. It is to be hoped that Italy will not let it go.

"A searching investigation shows that at the beginning of last August there still remained in Germany 360,000 bales of cotton held by the spinners and 180,000 by the Government. Can this stock suffice for a year of war? I doubt it. One thing is certain: if the Allied Fleets really prevent cotton from getting through, Germany will eventually find herself in a grave situation from the point of view of munitions. German consumption before the war varied between 1,500,000 and 2,000,000 bales. In the light of the foregoing figures the conclusion is obvious."

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BELGIANS DEMAND SETTLEMENT OF DEBT OF HONOUR

GERMANY'S FAILURE TO PAY FOR GOODS SEIZED.

The Chamber of Commerce of Antwerp has issued a report written by its President, E. Castelein, to the members of the Permanent Deputation which represents the Chamber before the Belgian Government, outlining the steps which the Belgian provinces have taken to pay the German war levy of 480,000,000 francs.

M. Castelein points out that the Belgian provinces have paid 360,000,000 francs of the war levy, and still owe 120,000,000 francs.

"For the past nine months Belgium has most scrupulously met the engagements made in her name at the time of the convention relating to war contributions," says the report. This convention is, however, of an entirely reciprocal character. Moreover, if Belgium has fulfilled her obligations, the German Administration is very much behind with theirs.

"I had the honour to send you on March 19th last, a duplicate report which I addressed to the Intercommunal Commission on the subjects of requisitions *en masse* which had been imposed on the trade of Antwerp. These requisitions reached an enormous figure, embracing the total amount of stocks in our warehouses and stores accumulated there at the time of the occupation of our town by German troops.

MIGHT OVERRULES RIGHT.

"The requisitioned goods were for the most part removed during November and December by virtue of might, which is greater than right, with the minimum of formality, without any regard to the rights of the owners or holders, without any previous agreement as to the price of the sale.

"The requisitions have passed 85,000,000 francs. Payments received do not represent a tenth part of the sums still owing. These so-called 'payments' are advances representing some 30 to 50 per cent. of bills, advances made by credits in marks payable at the Reichsbank, recoverable three months after the conclusion of peace and the payment of which on maturity involves the parties in the risks of exchange to an extent which can be appreciated by all.

"In short, I can assert that from 60,000,000 to 70,000,000 francs for requisitions remain to be paid—requisitions remain to be paid—requisitions which include nothing but merchandise coming from the various principal sources of commerce of Antwerp.

"I excluded from my calculations everything relating to the industrial world—factory buildings and yards—but it is general knowledge that here, too, the requisitions represent many millions. I shall allow myself to call them to your attention because the interests involved therein have as much right to be included, from the point of the view of reparation, which it is beyond all justice, beyond humanity, to delay any longer."

M. Castelein then reviews a series of acts and formal engagements by which the Germans and Belgians regulated the matter of requisitions, stating that at first the Germans made requisitions forcibly in a summary manner. Then, in December, the war levy was fixed at 35,000,000 francs monthly for twelve months.

PROMPT PAYMENT PROMISED.

The Belgians accepted this figure after long hesitation. Then it was raised to 40,000,000, with prompt settlement stipulated.

On January 9th, 1915, Governor-General von Bissing confirmed this agreement, the report states, and the promise was made that a body of Belgian business men would be appointed to reach a solution. M. Castelein continues:—

"Of all this, gentlemen, nothing has materialised. No commission was appointed at Antwerp, and with few exceptions the requisitions were not paid for."

M. Castelein states that in April, through promises made by Senator Strand, President of the German Civil Administration, it looked as if a solution were near and a commission was finally organised in Berlin to take the place of the promised Antwerp body. This commission gave some relatively insignificant advances, finally leaving the question in the state described at the beginning of the report.

"We have not only a claim under The Hague Convention and international law," says M. Castelein, "but also especially under the simple law—that superior law regarding the word of honour given, which is hedged in everywhere with such a character of inviolability that for precise and clearly determined objects, such as is the case here, one honours one's self by recognising and religiously observing it, even between enemies, even on the battlefield."

After stating that the report has the full approval of the Chamber of Commerce, M. Castelein states that no line of procedure is recommended, but he is convinced that the members of the deputation will take a resolute attitude for inforcement of the Belgian claims "with the consciousness of defending something of the national heritage at the same time that you will serve the cause of justice and right."

2,000 RUSSIAN PRISONERS SHOT.

EXTRAORDINARY HUNGARIAN CRIME.

According to information reaching me from a trustworthy source at Debreczen—says *The Times* correspondent in the Balkans—some 2,000 Russian prisoners confined in the neighbourhood of that town, who revolted on August 11th owing to the bad quality of the food supplied and killed two sentries, were all shot by Hungarian troops. An official *communiqué* subsequently issued attributed the disappearance of the prisoners to an epidemic of cholera.

IMPRESSIONS IN FRANCE.

"WAR AS USUAL."

In England—says Richard Harding Davis in an American paper—it is "business as as usual," in France it is "war as usual." The English tradesman can assure his customers that with such an "old established" firm as his not even war can interfere; but France, with war actually on her soil, has gone further and has accepted war as part of her daily life. She has not merely swallowed, but digested it. It is like the line in Pinero's play, where one women says she cannot go to the opera because of her neuralgia. Her friend replies "You can have neuralgia in my box just as well as anywhere else." In that spirit France has accepted the war. The neuralgia may hurt, but she does not take to her bed and groan; she smiles cheerfully and courageously and goes about her duties—even sits in her box at the opera.

As we approached the Front—which now is a French word—this was even more evident than in Paris, where signs of war are all but invisible. Outside of Amiens we met a regiment of Scots with the pipes playing and the cold rain splashing their bare legs. To watch them we leaned from the car window. That we should be interested seemed to surprise them; no one else was interested. A year ago when they passed it was "roses, roses all the way"—or at least cigarettes, chocolate and red wine. Now in spite of the skirling bagpipes, no one turned his head. To the French they had become a part of the landscape.

PEASANT WHISTLES AS HE WORKS.

A year ago the roads at every 200 yards were barricaded. It was a continuous hurdle race. Now, except at distances of four or five miles, the barricades have disappeared, one side of the road is reserved for troops, the other for moving vehicles. Those vehicles we met—for the most part two-wheeled hooded carts—no longer contained peasants with their belongings flying from dismantled villages. Instead they carried garden truck, pigs or calves on the way to market. On the driver's seat the peasant whistled cheerily and cracked his whip. The long lines of London busses that last year advertised soap, mustard, milk and music halls, and which now are a decorous grey; the ambulances, the great guns drawn by motor trucks with caterpillar wheels, no longer surprise him.

The English ally has ceased to be a stranger and is a paying guest in the towns and villages of Artois. The shop windows are dressed chiefly for him. The names of the towns are Flemish; the names of the streets are Flemish; the names over the shops are Flemish; but the goods for sale are marmalade, tinned kippers, etc.

They are capable, adaptable and obliging. If our men ask these shop-keepers for anything they haven't got they don't say "We don't keep it;" they get him to write down what it is he wants and they send for it.

It is the better way. The Frenchman does not say "War is ruining me." He makes the war help to support him and at the same time gives comfort to his ally.

A year ago in the villages the old men stood in disconsolate groups with their hands in their pockets. Now they are briskly at work. They are working in the fields, in the vegetable gardens, helping the Territorials mend their roads. On every side of them were the evidences of war—in the fields abandoned trenches, barbed wire entanglements, shelters for fodder and ammunition, hangars for repairing aeroplanes, vast slaughter houses, parks of artillery; and on the roads endless lines of lorries, hooded ambulances, marching soldiers.

To us these were of vivid interest, but to the French peasant they are in the routine of his existence. After a year of it war neither greatly distresses nor greatly interests him. With one hand he fights; with the other he ploughs.

CONTENTED PRISONERS OF WAR.

We had made a bet as to which would see the first sign of real war; and the sign of it that won and gave general satisfaction, even to the man who lost, was a group of German soldiers sweeping the streets of St. Pol. They were guarded only by one of their own number, and they looked fat, sleek and contented. When, on our return from the trenches, we saw them again, we knew they were to be greatly envied. Between standing waist high in mud in a trench and being drowned in it, buried in it, blown up or asphyxiated, the post of crossing sweeper is one to be desired.

To say where the trenches began and where they ended is difficult. We were passing through land that had been retrieved from the enemy. It had been fought for inch by inch, foot by foot. To win it back thousand of lives had been thrown like dice upon a table, there were vast stretches of mud, of fields once cultivated, but now scarred with pits, trenches, rusty barbed wires.

RIVERS OF CLAY.

The roads were rivers of clay. They were lined with dugouts, cellars and caves. These burrows in the earth were supported by beams and suggested a shaft in a disused mine, they looked like the tunnels to coal pits. They were inhabited by a race of French unknown to the boulevards—men bearded, deeply tanned and caked with clay. Their uniforms were like those of football players on a rainy day at the end of the second half.

We were entering what had been the village of Ablain and before us rose the famous heights of Mont De Lorette. To scale these heights seemed a feat as incredible as scaling our Palisades or the sheer Cliff of Gibraltar. But they had been scaled, and the side toward us was crawling with French soldiers, climbing to the trenches, descending from the trenches, carrying to the trenches food, ammunition and fuel for the fires.

A cold rain was falling and had turned the streets of Ablain and all the roads to it into swamps. In these were islands of bricks and lakes of water of the solidity and colour of melted chocolate; whatever you touched clung to you. It was a land of mud, clay, liquid earth. A cold wind whipped the rain against your face and chilled you to the bone; all you saw depressed and chilled your spirit.

BEHIND THE LINES.

FOES IN THE FELLOWSHIP OF PAIN.

An Oxford undergraduate now serving with the Royal Engineers in France, who, as the only motor-cyclist, was left behind when an attack was delivered, says:—I spent the night all alone back at our billet, wondering and thinking, and feeling out of it. About 7 a.m. I could stand it no longer, and jumped on my bike, and rode along a canal bank. I soon met a few of our men returning, who seemed very cheerful. Then I ran into the wounded. All those who could walk were coming along the canal bank in heaps, towards the Red Cross place. I met one man who was helping another, both quite done, so dismounted, and leaving my bike helped them along the muddy path down to the dressing station.

Then I went on again right up to the entrance to the communication trenches, and watched the wounded coming out. It was a sight I shall never forget. About one-fourth of the men coming out were Germans, wounded. The unwounded ones, of course, had been marched out with guards, but the wounded and our wounded were straggling out, apparently the greatest friends. It was a fellowship bond of suffering, a brotherhood of pain. Those who could walk were supporting those who could not. I saw two wounded Germans, wounded, the one in the head, the other in the arm, supporting between them a Scotch Tommy with a shrapned wound in both thighs. No one seemed to notice them. In another place in the stream were four Germans, all wounded fairly badly, holding each other up in a line, staggering along the road with no Britisher looking after them, or taking any interest in them, following the terrible stream to where they knew they would get attention and care. They all looked terribly worn. I was the only sound person I saw there for long enough, I felt like some spirit from another world watching them go by. Then I turned and went back with the stream into the town.

I found a lot of men with two or three officers farther on, in a house; they were absolutely without rations, so I set off back to give the news. I returned again late in the afternoon with a lorry of rations; it got stuck in the mud, and I had to go and beg ropes to put round the wheels. It was raining heavily and I got soaked.

Sunday night was fine and moonlight. I was sent about 6.30 p.m. to an officer up near the left of our attacking line, and after delivering my message, found it would be almost impossible to return direct, owing to the traffic. So I turned northwards and determined to have a look at the country where there was all the terrible fighting in the spring. It was quite safe, for nothing had been doing there the last few days. I had to cover first the stretch we had captured last spring from the Germans. It is the only stretch of the front I have ever seen which in any way resembles the idea of what the front is which one gets in England. It is desolate, uninhabited—a wilderness. For two miles as I neared the line I did not meet a soul, or hear a sound. In the still moonlight it was quite uncanny. I did welcome the sound of a voice when the first sentry challenged me! I chatted to him, and then went on up into the village which has given its name to the awful fighting they had there. In the daylight the sight would have been terrible, but at night in the bright moonlight, with the silence, the solitude, and the shadows, it was the most awe-inspiring spectacle one could possibly find.

I stayed some time looking round alone. I wouldn't have missed it for worlds. Every few moments one of the German star-shells went up. Brilliant fireworks they are, which hang over our lines for up to 20 or 30 seconds, lighting up everything brilliantly, and they lit up all the corners where the big moon had thrown her shadows, and showed one everything in a flash. Then as suddenly as the light came it was gone, and only the moonlight and the shadows remained. It was terrific, beautiful yet terrible.

GEN. KUROPATKIN'S COMMAND.

The following statement is contained in an official communication received from Paris by Wireless Press:—The papers announce that General Kuropatkin has been appointed Commander-in-Chief of the forces detailed for the operations against Bulgaria.

To the "Poilus," who, in the face of such desolation, joked and laughed with the civilians, you felt you owed an apology, for your automobile was waiting to whisk you back to a warm dinner, electric lights, red wine and a dry bed. The men we met were cave men. When night came they would sleep in a hole in the hill fit for a mud turtle or a musk rat.

They moved in streets of clay two feet across. They were as far removed from civilisation as though they had been cast adrift upon an island of liquid mud. Wherever they looked was desolation, ruins and broken walls, jumbles of bricks, tunnels in mud, caves in mud, graves in mud.

What we saw of the cave dwellers was only a few feet of a moat that for 300 miles is thrown across France like a miniature canal. Where we stood we could see of the 300 miles only mud walls, so close that we brushed one with each elbow. By looking up we could see the black lead of the sky. Ahead of us the trench twisted, and an arrow pointed to a first-aid dressing station. Behind us was the winding entrance to a shelter deep in the earth, reinforced by cement and corrugated iron and lit by a candle.

From a trench that was all we could see of this war, and it is all that the millions of fighting men can see of it—wet walls of clay as narrow as a grave, an arrow pointing to a hospital, earthern steps leading to a shelter from sudden death and overhead the rain-soaked sky, and perhaps a great bird at which the enemy is shooting snowballs.

CONSCRIPTION.

OBJECTIONS TO ITS INTRODUCTION.

A Committee of members of the House of Commons opposed to conscription have issued a statement setting forth reasons for their belief that its adoption would be disastrous to the successful prosecution of the war and would detroy the basis of a national unity.

It is signed by Mr. C. E. H. Hobhouse as chairman, Mr. Percy Alden as vice chairman, and Mr. J. H. Whitehouse as secretary.

The statement says:—

The problem is not exclusively or even mainly a military question which can be adequately expressed by stating the number of men asked for by the military authorities. The overwhelming share which Great Britain is taking in the war includes the following main burdens.

The maintenance of an impregnable and inviolable navy; the making of munitions of war not only for our own army but for the armies of the Allies; the financing of our Allies; the financing of our Dominions, including India, to enable them to meet the cost of the contingents they are sending to the front; the raising and maintenance of an army which has, in the words of the Government, increased from a few thousands to an army which runs into millions.

The withdrawal of a large and arbitrary number of men from industrial life would not only entail a heavy increase in the expenditure of the country, but would hamper the cause of the Allies by reducing our capacity for discharging services essential to their and our success.

THE WORKERS' OPPOSITION.

The mere attempt to introduce conscription would destroy national unity when unity is essential. Organised industries have declared they would resent it. The three greatest bodies of organised workers have taken provisional steps for corporate action.

If the certainty of opposition from the workers did not exist, the very complexity of the problem makes conscription an impossible policy. It is merely shutting one's eyes to obvious facts to urge that in the middle of this war such a change, involving a fundamental alteration of our national and social life as it exist to-day, could be made without fatal consequences.

The war may be greatly prolonged. So far from this possibility being a reason, as often urged, for conscription, it makes the maintenance of our present system imperative, for a prolonged war would be one finally won by our financial and industrial strength. In such a war of endurance the prospects of the Allies would not be improved by the comparatively small contingent of conscripts which it is alleged could be raised in excess of those supplied by the voluntary system.

The signatories say they have set forth facts which appear in themselves to be final objections to the introduction of conscription into this country if the war is to be successfully prosecuted and disaster at home to be averted. They say they have not touched upon other important aspects of the general question, such as the results which would ensue if an uncalled-for attempt to set up martial law—the inevitable accompaniment of conscription—were seriously made in a country with our traditions; or the widespread feeling among our own people that as the military system of Germany, with its suppression of the individual and its organised worship of material ideals, made her what she is, it would be the climax of folly to fasten upon ourselves the system from which we seek the world's deliverance; or the deep suspicion attaching to some of the influences behind the campaign for conscription; or the opposition of Ireland, whose contribution to the national strength and unity has meant so much to us in this crisis.

But we cannot forget (the statement continues) that many thousands of our fellow-countrymen believe as a part of their religion that it would be wrong for them to take human life or to compel others to do so.

IMPORTANCE OF MAINTAINING THE NATIONAL EARNINGS.

We have already withdrawn three million men mainly from industrial life. This country is admittedly financially stronger than any of her Allies. To maintain our financial power we must keep intact the fabric of our industrial life if a perilous crisis is to be avoided. We require to maintain our export trade, and even to enlarge it. The production of an exportable surplus of goods depends upon the general industry of the nation being maintained, including its transport and distributing services and all means whereby the people as a whole are maintained in conditions of material efficiency. How necessary it is to maintain the nation's earnings may be judged from the fact that the official estimate of the national revenue for the current year is £305,000,000. The expenditure is £1,590,000,000 leaving a deficit or £1,285,000,000. Next year the expenditure may approach two thousand millions.

KILL PAIN BEFORE PAIN KILLS YOU.

Attacks of neuralgia, constant pain, or the dread of the sudden shooting pains are a continual wear and strain on the vital forces of the sufferer. Unless relief is obtained a breakdown is sure to follow.

LITTLE'S ORIENTAL BALM

brings certain and speedy relief to all who suffer from external aches and pains. It can save your life and the lives of your family or friends.

Better still, it makes you want to live. Rub in LITTLE'S ORIENTAL BALM—it kills pain.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will Leave On or about	For
* TJIKEMBANG	——	in port	3rd Jan.	SHANGHAI
* TJILIWONG..	AMOY	31st Dec.	3rd Jan.	BATAVIA
* TJIBODAS ...	MAKASSAR	4th Jan.	9th Jan.	KOBE

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 1574.
Hongkong, 29th December, 1915. [8

JAVA-PACIFIC LIJN.

REGULAR MONTHLY SERVICE BETWEEN
JAVA, MAKASSAR, MANILA, HONGKONG & SAN FRANCISCO.

Sailings Subject to Change Without Notice.

Steamers	From	Expected	Will leave	For
		1916.	1916.	
ARAKAN...	JAVA	5th Jan.	9th Jan.	SAN FRANCISCO
TJISONDARI ...	JAVA	7th Feb.	11th Feb.	do.
KARIMOEN	JAVA	9th March.	13th March.	do.
TJIKEMBANG ...	JAVA	7th April.	11th April.	do.

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of Saloon Passengers. All Steamers carry a duly qualified surgeon. Cargo taken at through rates to all Common Overland Points in the United States of America and Canada.

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JAVA-CHINA-JAPAN LIJN,
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York Building,
Hongkong, 20th November, 1915. [1164

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Hongkong, 3rd July, 1914. [595

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SHIPPING

ARRIVALS.

CHIPSHING, British str., 1,190, W. G. N. Walker, 28th December—Weihaiwei 22nd December, General.—Jardine, Matheson & Co.

COLOMBO MARU, Japanese str., 2,881, O. Sakamoto, 27th December—Singapore 15th December, General. — Nippon Yusen Kaisha.

DERWENT, British str., 1,562, J. Jenkins, 28th December—Saigon 23rd December, Rice.—Chinese.

DIVA, Norwegian str., 833, J. Jorgenson, 27th December—Haiphong 25th December, Rice.—Theresen & Co.

DRUFAR, Norwegian str., 1,102, J. Bing, 28th December—Bangkok 15th December, General and Coal.—Chinese.

FOOKSANG, British str., 1,987, T. A. Mitchell, 28th December—Moji 23rd December, General.—Jardine, Matheson & Co.

HAIYANG, British str., 1,362, A. E. Hodgins, 28th December—Saigon 23rd December, Rice and General.—Chinese.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.

December 28th.

COLOMBO MARU, Jap. str., for Yokohama.
TAMON MARU, Jap. str., for Haiphong.
TRIGONIA, British str., for Palembang.
YEI MARU, Jap. str., for Canton.

DEPARTURES.

December 28th.

ANHUI, British str., for Shanghai.
CHENAN, British str., for Shanghai.
BOMBAY MARU, Jap. str., for Shanghai.
HAIMUN, British str., for Swatow.
HANOI, French str., for Haiphong.
HONGMOH, British str., for Singapore.
HSINCHANG, Chinese str., for Shanghai.
HUE, French str., for Haiphong.
SHAOHSING, British str., for Canton.
SOMMERSTAD, Nor. str., for Vladivostock.
SZECHEUN, British str., for Shanghai.
TEAN, British str., for Manila.
TJITAROEM, Dutch str., for Batavia.
TUNGSHING, British str., for Saigon.
VULCANUS, Dutch str., for Canton.

PASSENGERS.

ARRIVED.

Per *Haiyang*, from Saigon, for Hongkong, Mr. Frank Thomson.

Per *Drufar*, from Bangkok, etc., for Hongkong, Colonel and Miss Otterstrom.

VESSELS EXPECTED.

MERCHANT STEAMER.

The str. *Nankin* left Shanghai for this port on the 26th instant, and is due here to-day.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Kutsang, from Calcutta, is due in Hongkong on 4th January.

LATEST STEAMER MOVEMENT.

The str. *Monteagle* left Yokohama on Wednesday, the 22nd instant, and is due to arrive at Vancouver on Saturday, the 1st January.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

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THE Steamship

"NANKIN,"

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about THURSDAY, the 30th December, 1915, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "PERSIA," due in London about the 14th Feb., 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR,
For Superintendent.

Hongkong, 18th December, 1915. [1

THE AMERICAN AND MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

FOR BOSTON AND NEW YORK VIA CAPE OF GOOD HOPE.

(With Liberty to call at the Malabar Coast).

THE Steamship

"KATHLAMBA,"

6,382 tons, will be despatched as above on MONDAY, 10th January, 1916.

For Freight and further particulars, apply to

THE BANK LINE, LTD.,
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Hongkong, 28th December, 1915. [1251

HONGKONG—NEW YORK.

FOR NEW YORK VIA SUEZ OR CAPE OF GOOD HOPE.

S.S. "EGREMONT CASTLE,"

about middle of February

For Freight and further information, apply to

DODWELL & Co., LTD.,
Agents.

Hongkong, 22nd December, 1915.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	To-morrow, at 3 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R.Hetherington R.N.R	P. & O. S. N. Co.	About 14th Jan.
MARSEILLES, LONDON & VIA SINGAPORE, &C.	KASHIMA MARU	Jap. str.	—	Tabata	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES VIA PORTS	ATHOS	Fren. str.	—		MESSAGERIES MARITIMES	On 11th Jan., at 5 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &C.	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 15th Jan., at Noon.
VICTORIA & TACOMA VIA MANILA, NAGASAKI, &C.	MANILA MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 4th Jan., at 3 P.M.
BOSTON & NEW YORK	KATHLAMBA	Brit. str.	—		THE BANK LINE, LIMITED	On 10th Jan.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &C.	CHIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 26th Jan., at Noon.
SAN FARNCISCO	ARAKAN	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 9th Jan.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	PERSIA MARU	Jap. str.	—		TOYO KISEN KAISHA	About 31st Jan.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	—	W. Dixon Hopcraft	CANADIAN PACIFIC R. Co.	On 2nd Feb.
VANCOUVER VIA SHANGHAI, JAPAN, &C.	MONTEAGLE	Brit. str.	—	A. J. Hailey	CANADIAN PACIFIC R. Co.	On 16th Feb.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 8th Jan.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 12th Jan., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 14th Jan., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	F. C. Gambrill	BUTTERFIELD & SWIRE	On 21st Jan.
DELAGOA BAY, DURBAN, EAST LONDON, &c	GUJARAT	Brit. str.	—		THE BANK LINE, LIMITED	On 24th Jan.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	Tominaga	NIPPON YUSEN KAISHA	On 14th Jan., at 10 A.M.
TSINGTAO, WEIHAIWEI & TIENTSIN	BUICHOW	Brit. str.	1 m	Shane	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	Sakamoto	NIPPON YUSEN KAISHA	To-day.
SHANGHAI	SINKIANG	Brit. str.	1 m.	C. Williams	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	TJIKEMBANG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	ATSUTA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 1st Jan., at 10 A.M.
SHANGHAI MOJI & KOBE	NAMSANG	Brit. str.	—	Gilory	JARDINE, MATHESON & Co., LD.	On 31st inst., at D'light.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Homfwood	JARDINE, MATHESON Co., LD	On 2nd Jan., at D'light.
SHANGHAI	LUCHOW	Brit. str.	1 m.	D. R. Davies	BUTTERFIELD & SWIRE	On 2nd Jan., at D'light.
SHANGHAI, KOBE & YOKOHAMA	PORTHOS	Fren. str.	—		MESSAGERIES MARITIMES	On 2nd Jan.
SHANGHAI, MOJI & KOBE	KAMAKURA MARU	Jap. str.	—	Higo	NIPPON YUSEN KAISHA	On 5th Jan.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NELLORE	Brit. str.	—	A. M. King	P. & O. S. N. Co.	About 7th Jan.
SHANGHAI, KOBE & MOJI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD	On 8th Jan., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MONGARA	Brit. str.	—	R. P. Fysh, R.N.R.	P. & O. S. N. Co.	About 9th Jan.
TAMSUI & KEELUNG VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Murakami	OSAKA SHOSEN KAISHA	On 2nd Jan., at 10 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 5th Jan., at 8 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	To-morrow, at 2 P.M.
MANILA, CEBU & ILOILO	CHINSUA	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 11th Jan., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Lees	JARDINE, MATHESON & Co., LD.	On 31st inst., at 3 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	S. Tokushige	BUTTERFIELD & SWIRE	On 4th Jan., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	W. M. Mesnye	JARDINE, MATHESON & Co., LD.	On 8th Jan., at 3 P.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	PENANG MARU	Jap. str.	—	Murazumi	NIPPON YUSEN KAISHA	On 5th Jan.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	SAIGON MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 7th Jan., at Noon.
SINGAPORE, PENANG & CALCUTTA	FOOSHING	Brit. str.	—	W. D. Welsh	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	P. Knight	JARDINE, MATHESON & Co. LD.	On 4th Jan., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co. LD.	On 4th Jan., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	S. Fujino	NIPPON YUSEN KAISHA	On 8th Jan.
BATAVIA, CHERIBON, SAMARANG, &c.	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	To-day.
MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	On 25th Jan.
HAIPHONG	TAKSANG	Brit. str.	—	Mansfield	JARDINE, MATHESON & Co., LD.	On 31st inst., at 8 A.M.
HAIPHONG & PAKHOI	KWIJO MARU	Jap. str.	—	Imaisumi	OSAKA SHOSEN KAISHA	On 2nd Jan., at 10 A.M.
HAIPHONG	KAIFONG	Brit. str.	1 m.	J. B. Evans	BUTTERFIELD & SWIRE	On 4th Jan., at 10 A.M.
SANDAKAN	MAUSANG	Brit. str.	—	G. H. Alcock	JARDINE, MATHESON & Co., LD.	On 4th Jan., at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
*SINGAPORE, PENANG & CALCUTTA	"FOOSHING"	Thursday, 30th Dec., 3 P.M.
†‡SHANGHAI, MOJI and KOBE	"NAMSANG"	Friday, 31st Dec., D'light.
HAIPHONG	"TAKSANG"	Friday, 31st Dec., 8 A.M.
* MANILA	"LOONGSANG"	Friday, 31st Dec., 3 P.M.
† SHANGHAI	"CHOYSANG"	Sunday, 2nd Jan., D'light.
‡ SANDAKAN	"MAUSANG"	Tuesday 4th Jan., Noon.
*SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 4th Jan., 3 P.M.
*SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed'day, 5th Jan., 3 P.M.
*†SHANGHAI, KOBE & MOJI	"KUTSANG"	Saturday, 8th Jan., D'light.
* MANILA	"YUENSANG"	Saturday, 8th Jan., 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning v a Kobe (Inland Sea) and Moji to Hongkong Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

†Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡Taking cargo on Through Bills of Lading to Kudat Labad Datu, Simpoma, Tawao, Usukan, Jesselton and Labuan

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 29th December, 1915. GENERAL MANAGERS. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215. AGENTS

Hongkong, 16th April, 1915. [25

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No. 215 Sub. Ex. 10
Hongkong, 26th October, 1915. 24

C. P. R. CANADIAN PACIFIC RAILWAY

COMPANY'S

STEAMSHIP LINE

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"

16,800 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" ... ... REDUCED FIRST CLASS FARES.
"MONTEAGLE" ... ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF JAPAN"	2 FEB.	"EMPRESS OF JAPAN"	5 APRIL.
*"MONTEAGLE"	16 "	"EMPRESS OF RUSSIA"	20 "
"EMPRESS OF RUSSIA"	21 "	*"MONTEAGLE"	5 MAY.
"EMPRESS OF ASIA"	23 MAR.	"EMPRESS OF ASIA"	18 "

For further information, Sailings, Guide Books, etc., please apply to

* Calls at MOJI instead of NAGASAKI.

D. W. CRADDOCK.
GENERAL TRAFFIC AGENT.
1300] HONGKONG.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG:	Connecting with	FROM COLOMBO
24th January.	"GUJARAT"	18th February.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA

PROPOSED SAILING

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

21

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP Co., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.

Subject to change without notice
For rates of freight and further information apply to

THE BANK LINE, LTD.,
OR TO REISS & Co., CANTON. GENERAL AGENTS.

Hongkong, 25th October, 1915. 1256

SHIPPING IN PORT

STEAMERS.

ANHUI, British str., 1,355, Eedy, 24th December—Shanghai 21st December, General.—Butterfield & Swire.

BOMBAY MARU, Japanese str., 3,196, T. Terada, 26th December—Singapore 13th December, General. — Nippon Yusen Kaisha.

CASTLEFIELD, British str., 1,022, W. Ross, 23rd December—Shanghai 20th December, General.—Chinese.

CHAOCHOWFU, British str., 1,183, J. De Wolf, 23rd December—Bangkok 10th December, General.—Butterfield & Swire.

CHINGCHOW, British str., 1,195, Jas Doyle, 26th December—Port Parseval 23rd December, General.—Shewan, Tomes & Co.

CHUAN MARU, Japanese str., 1,006, M. Oka, 26th December—Haiphong 24th December, Rice.—Order.

CHENAN, British str., 1,350, —, 22nd December—Shanghai 19th December, General.—Butterfield & Swire.

CHEONGSHING, British str., 1,256, V. Mo Chiddell, 23rd December—Tientsin 19th December, General.—Jardine, Matheson & Co.

EIGER, Norwegian str., 875, Elaissen, 23rd December—Dalny 16th December, General.—Chinese.

FEICHING, Chinese str., 990, B. Baines, 21st December—Shanghai 18th December, General.—Chinese.

FOOSHING, British str., 1,423, Jas. M. Hay, 20th December — Sourabaya —, Sugar.—Jardine, Matheson & Co.

HSINFUNG, Chinese str. 1,385, Hamblin, 27th December—Shanghai 23rd December, General.—Chinese.

HUICHOW, British str., 1,222, W. Shane, 26th December—Tientsin 18th December, General. — Butterfield & Swire.

IXION, British str., 6,256, G. L. Stout, 22nd December—Manila 19th December, General.—Butterfield & Swire.

KAHO, Chinese str., 981, O. A. Hoeg, 26th December—Hongay 23rd December, Coal.—Order.

KANSU, British str., 1,130, W. Freer, 25th December—Tsingtau 19th December, Salt.—Butterfield & Swire.

LOKSANG, British str., —, R. E. Matthews, 26th December—Haiphong 23rd December, General.—Jardine, Matheson & Co.

LOONGSANG, British str., 1,093, Leash, 27th December—Manila 24th December, General.—Jardine, Matheson & Co.

MANILA MARU, Japanese str., 6,031, N. Kabayashi, 27th December, Shanghai 25th December, General.—Osaka Shosen Kaisha.

MAUSANG, British str., 1,643, G. H. Alcock, 25th December—Sandakan 18th December, Wood and General.—Jardine, Matheson & Co.

MIDDLEHAM CASTLE, British str., 2,900, Griffiths, 18th December—New York —, Ballast.—Dodwell & Co.

NAMSANG, British str., 2,591, H. E. Gilroy, 26th December—Calcutta 9th December, General.—Jardine, Matheson & Co.

NIKKO MARU, Japanese str., 3,078, R. Takida, 12th December—Manila 9th December, General.—Nippon Yusen Kaisha.

PHEUMPENH, British str., 1,065, Bird, 26th December—Saigon 20th December, Rice.—Chinese.

SHAOHSING, British str., 1,308, Hobbs, 26th December—Wuhu 20th December, Rice.—Butterfield & Swire.

SHINYO MARU, Japanese str., 6,362, W. C. T. S. Filmer, 21st December—San Francisco 20th November, General.—Toyo Kisen Kaisha.

SALAMIS, British str., 4,509, D. A. Gardiner, 24th December—Cape Town 17th November, General. — Bank Line.

SINKIANG, British str., 1,616, C. C. Williams, 26th December—Shanghai 23rd December, General.—Butterfield & Swire.

SOMMERSTAD, Norwegian str., 2,503, Th. Axelsen, 24th December—Sabang 12th December.—Dodwell & Co.

SZECHEUN, British str., 1,135, R. J. Caine, 25th December—Hongay 22nd December, Coal. — Butterfield & Swire.

TAIYO MARU, Japanese str., 1,630, T. Fumoto, 26th December — Tsingtau 19th December, Coal and General.—Mitsui Bussan Kaisha.

TAKIO MARU, Japanese str., 2,195, Nakashima, 25th December—Moji 19th December, Coal.—Mitsui Shosen Kaisha.

TIENTSIN, British str., 1,260, Cogan, 20th December — Chefoo 14th December, General.—Butterfield & Swire.

TSINGTAU MARU, Japanese str., 1,259, K. Takashima, 18th December — Chinwangtao 11th December, Coal.—Dodwell & Co.

TUNGSHING British str., 1,177, Hussey, 21st December—Saigon 15th December, Rice and General.—Order.

VULCANUS, Dutch str., 707, J. van Kregten, 24th December—Foochow 22nd December, Bulk Oil.—Asiatic Petroleum Co.

YEI MARU, Japanese str., 1,624, W. Nishikawa, 28th December—Wakamatsu 20th December, Coal.—Mitsui Bussan Kaisha.

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &C.,

and for

PRIVATE RESIDENCE AT THE OUTPORTS,

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, $12 per annum. Postage $2 to any part of the World.

P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and BOMBAY VIA Usual Ports of Call	*NANKIN* ..... Capt. G. Manley, ...	3 P.M. 30th Dec.	*See Special Advertisement*
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLORE ..... Capt. A. M. King, ...	About 7th Jan.	Freight and Passage
SHANGHAI, MOJI, KOBE and YOKOHAMA	MONGARA ..... Capt. R. P. Fysh, R.N.R.	About 9th Jan.	Freight and Passage.
LONDON and BOMBAY VIA Usual Ports of Call	*NOVARA* ..... Capt. H.R. Hotherington, R.N.R.	About 14th Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to —

E. V. D. PARR,
For Superintendent.

Hongkong, 27th December, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
TSINGTAO, WEIHAIWEI & TIENTSIN	"HUICHOW"	On 30th Dec., 3 P.M.
SHANGHAI	"SINKIANG"	On 30th Dec., 4 P.M.
SHANGHAI	"LUCHOW"	On 2nd Jan., D'light
HAIPHONG	"KAIFONG"	On 4th Jan., 10 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 4th Jan., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 11th Jan., 4 P.M.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LIANGCHOW," "LUCHOW," "YINGCHOW," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to — BUTTERFIELD & SWIRE,

Hongkong, 29th December, 1915. TELEPHONE 35. AGENTS. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. C. Passmore ...	THURSDAY, 30th Dec. at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 28th December, 1915. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 6th December, 1915. 29

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
* EMPIRE	7th Jan.	On 12th Jan., 11 A.M.
* EASTERN	30th Jan.	On 31st Jan., 11 A.M.
ALDENHAM	2nd Feb.	On 23rd Feb., 11 A.M.
* ST. ALBANS	—	On 15th Mar., 11 A.M.

* Fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS 23

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed.	Leave Hongkong.
‡ KIYO MARU	17,200 — 15 knots	... SATURDAY, 8th Jan.
† PERSIA MARU	9,000 — 17 knots	... About 31st Jan.
CHIYO MARU	22,000—21 knots	... TUES., 25th Jan
* DAIREN MARU	6,000 — 14 knots	... TUESDAY, 3rd Mar.
TENYO MARU	22,000—21 knots	... TUES., 15th Feb.
† NIPPON MARU	11,000 — 15 knots	... TUESDAY, 29th Feb.
‡ ANYO MARU	18,300 — 15 knots	... SATURDAY, 11th Mar.

* Cargo only. † Via MANILA, Omitting Shanghai.

‡ Proceeding to South American Ports.

Steamer via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	... 17,200 — 15 kno's	... SATURDAY, 8th Jan.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291. [216

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	To Sail.
SHANGHAI, KOBE AND YOKOHAMA ..... (Without Transhipment)	PORTHOS	On 2nd Jan.
	CORDILLERE	On 10th Jan.

HOMEWARD

MARSEILLES VIA HAIPHONG SAIGON and PORTS ..... (Without Transhipment)	ATHOS	On 11th Jan., at 5 P.M.
	PORTHOS	On 22nd Jan.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA MANILA, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer	Captain	Leaving
"MANILA MARU"	...	TUESDAY, 4th Jan., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU" ...	T. Yamaguchi ...	FRIDAY, 7th Jan., at Noon.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Murakami ...	SUNDAY, 2nd Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
SOSHU MARU" ...	A. Kobayashi ...	WED'DAY, 5th Jan., at 8 A.M.

FOR HAIPHONG VIA PAKHOI.

Steamer	Captain	Leaving
"KEIJO MARU," ...	IMAIZUMI ...	SUNDAY, 2ND JAN., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Sun Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI
MANAGER,
Second Floor, No. 1, Queen's Building.

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P. & O. S. N. CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer leaves Yokohama	Steamers to Colombo	Leave Shanghai about	Leave Hongkong about	Connecting Steamer from Colombo to Marseilles and London	Due at Marseilles	Due at London
					1916	1916
Dec. 18 1916	NANSIN	Dec. 26 1915	Dec. 30	‡ MALOJA	Jan. 29	Feb. 5
Jan. 2	NOVARA	Jan. 10	Jan. 14	ARABIA	Feb. 12	Feb. 19
Jan. 16	KASHMIR ...	Jan. 24	Jan. 28	KARMALA	Feb. 26	Mar. 4
Jan. 30	SARDINIA ...	Feb. 7	Feb. 11	KHYBER	Mar. 11	Mar. 18
Feb. 12	NAMUR	Feb. 20	Feb. 24	‡ MEDINA ...	Mar. 25	April 1
Feb. 27	NANKIN	Mar. 6	Mar. 10	MONGOLIA ...	April 8	April 15
Mar. 13	NOVARA ...	Mar. 20	Mar. 24	MALWA	April 22	April 29
Mar. 26	MALTA	April 3	April 7	MOOLTAN	May 6	May 13

‡ Steamers proceed via Bombay.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£74.	Return	£111.
	"B"			£68.	"	£102.
2nd Saloon	"A"	"	"	£51.	"	£76.
	"B"	"		£48.	"	£72.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£70.	Return	£105.
	"B"			£64.	"	£96.
2nd Saloon	"A"	"	"	£50.	"	£75.
	"B"	"		£46.	"	£69.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES

PROPOSED SAILINGS.

STEAMERS.	Leave Y'HAMA.	Leave SHANGHAI.	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES if calling	Due LONDON
	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916.
NELLORE	Jan. 17	Jan. 27	Feb. 2	Feb. 8	Mar. 9	Mar. 16
MONGARA	Jan. 31	Feb. 10	Feb. 16	Feb. 22	Mar. 23	Mar. 30
NORE	Feb. 28	Mar. 9	Mar. 15	Mar. 21	April 20	April 27
NAGOYA	April 10	April 20	April 26	May 2	June 1	June 9

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £82 Single £87 Return, 2nd Saloon £42 Single: £63 Return

FARES TO MARSEILLES:
1st Saloon £54 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR,
FOR SUPERINTENDENT.

23

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ KASHIMA MARU Capt. Tabusa	21,000	THURSDAY, 30th Dec., at Noon.
	§ MISHIMA MARU Capt. S. Wada	16,000	THURSDAY, 13th Jan., at Noon.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ SADO MARU Capt. K. Asakawa	12,500	SATURDAY, 15th Jan., at Noon.
	§ AWA MARU Capt. T. Hori	12,500	TUESDAY, 25th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ NIKKO MARU Capt. Takeda,	9,500	FRIDAY, 14th Jan., at 4 P.M.
	§ HITACHI MARU Capt. Tominaga	13,500	TUESDAY, 15th Feb., at 11 A.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	CEYLON MARU Capt. Fujino	10,000	SATURDAY, 8th Jan.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	PENANG MARU Capt. Murasumi	8,000	WED'DAY, 5th Jan.
SHANGHAI, MOJI and KOBE	KAMAKURA MARU Capt. Higo	12,500	WED'DAY, 5th Jan.
SHANGHAI, KOBE and YOKOHAMA	§ ATSUTA MARU Capt. T. Sato	16,000	SATURDAY, 1st Jan., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	§ HITACHI MARU Capt. Tominaga	9,600	FRIDAY, 14th Jan., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	COLOMBO MARU Capt. Sakamoto	8,000	WED'DAY, 29th Dec.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st	Single	Yen	600.	To Marseilles	1st	Single	Yen	550
" "	"	Return	"	900.	" "	"	Return	"	825
" "	2nd	Single	"	400.	" "	2nd	Single	"	360
" "	"	Return	"	605.	" "	"	Return	"	540

To London, Southampton, Liverpool vis New York £60.13.0
" " " " Montreal £60.3.0
To Victoria, Vancouver, Seattle, " 1st Single £35.
" " " " 1st Return £57.10.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" " 1st Return £72. " " 1st Return £78.16
To Yokohama, 1st Return $150. To Kobe, 1st Return $135
" " 2nd $90. " " 2nd " $83.

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos 292 and 1941.

POST OFFICE NOTICE.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Ships in communication with Cape D'Aguilar Radio Telegraph Station:—

Nankin	*Tjitjaroem*
Tjikembang	

INWARD MAILS.

From	Per	Date
Shanghai	*Luchow*	29th Dec.
Europe (London 21st Nov., via Siberia)...	*Nankin*	29th Dec.
Europe (London 30th Nov., via Siberia)...	*Yingchow*	31st Dec.
Europe (via Negapatam)	*Atsuta Maru* ...	31st Dec.
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...

OUTWARD MAILS.

For	Per	Date
Haiphong	*Chetan Maru* ...	Wednesday, 29th, 9.00 A M
Shanghai, North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco, and United Kingdom via Canada ... ... (Europe via Siberia) [Shanghai Brit. P.O. Saturday, 1st Jan.]	*Shinyo Maru*	Wednesday, 29th, Registration ...10.15 A M; Letters .. ...11.00 A M
Straits and India via Calcutta	*Fooshing* ...	Wednesday, 29th, 2.00 P M
Shanghai, North China and Japan via Kobe...	*Colombo Maru* ...	Wednesday, 29th, 3.00 P M
Straits, Ceylon, Port Said, Marseilles & London	*Kashima Maru* ...	Thursday. 30th, 11.00 A M
Swatow, Amoy and Foochow	*Haicking*	Thursday, 30th, 1.00 P M
Weihaiwei and Tientsin	*Huichow*	Thursday 30th, 2.00 P M
Straits, Burman, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe ... ... The Parcel Mail will be closed on 29th Dec., at 5 P.M.	*Nonkin* ...	Thursday, 30th, Registration... 1.15 P M; Letters ... 2.00 P M
Shanghai and North China ... ... (Europe via Siberia [Shanghai Brit. P.O. Monday, 3rd Jan.]	*Sinkiang* ...	Thursday, 30th, Registration ...2.15 P M; Letters ... ..3.00 P M
Shanghai and North China ... ... (Europe via Siberia) [Shanghai Brit. P.O. Wed'day, 5th Jan.]	*Luchow* ...	Friday, 31st, Registration... 5.00 P M; Saturday, 1st, Letters ... 9.00 A M
		—: JANUARY, 1916 :—
Haiphong	*Kaifong*	Tuesday, 4th, 9.00 A M
Philippine Islands	*Taming*	Tuesday, 4th, 3.00 P M
Philippine Islands	*Chinkua*	Wednesday, 11th, 3.00 P M

* Superscribed correspondence only.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	10.00 A.M.	—
Tai Po	10.00 A.M. 2.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui ...	4.00 P.M.	—
Aberdeen, Autau, Ping Shan, Sai Kung Saukin, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M.	6.15 A.M.
Kongmoon	Except Saturdays 6.00 P.M.	5.00 P.M.
Nantau and Sanmsi	6.00 P.M.	5.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

For	On Week-Days	On Sundays & Holidays
Canton	7.30 A.M. 2.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmoon	6.15 P.M.	5.15 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong...	6.00 P.M. Except Saturdays.	5.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

From top to bottom of a House Hall's Distemper is the quickest, cleanest and most healthful form of decoration, as well as the one which conforms most to the requirements of modern fashion and good taste.

Hall's Sanitary Washable Distemper
(Trade Mark)

makes beautiful washable walls.

It is applied with a white-wash brush, disinfects, and destroys all microbes, dries like flat paint, and sets hard as as cement. It contains no lead and therefore does not discolour or turn black, nor crack, scale or peel off.

Made in two qualities for finish and outside work; sold and used by decorators everywhere.

Sample Shade Card and full particulars post free on application to

WILLIAM O. JACK & CO., LIMITED.

Sole Agents, South China. [32

COMMERCIAL.

CLOSING QUOTATIONS.

December 28th.

On London:—	
Telegraphic Transfer	1/10⅜
Bank Bills, on demand	1/10⅜
Bank Bills, at 30 days' sight	1/10⅜
Bank Bills, at 4 months' sight	1/11⅛
Credits, at 4 months' sight	1/11⅛
Documentary Bills 4 months' sight	1/11⅛
On Paris:—	
Bank Bills, on demand	263¾
Credits, at 4 months' sight	274
On Germany:—	
On demand	nom.
On New York:—	
Bank Bills, on demand	443
Credits, at 60 days' sight	nom.
On Bombay:—	
Telegraphic Transfer	nom.
Bank, on demand	142½
On Calcutta:—	
Telegraphic Transfer	nom.
Bank, on demand	143½
On Shanghai:—	
Bank, at sight	75
Private, 30 days' sight	nom
On Yokohama:—On demand	89
On Manila:—On demand—Pesos—	90½
On Singapore:—On demand	81
On Batavia:—On demand	107¼
On Haiphong:—On demand	41⅞ p.m.
On Saigon:—On demand	4 ⅞ p.m.
On Bangkok:—On demand	81
Sovereigns, Bank's Buying Rate	$10.55 n.
Gold Leaf, 100 fine, per tael	$28.90
Bar Silver, per oz.	25 11/16d.

Subsidiary Coins.

		per cent.
Hongkong	20 cents pieces...	$10.15 discount
Hongkong	10 " ...	$10.13 "
Canton	20 " ...	$18.46 "
Canton	10 " ...	$18.30 "

MASPERO FRÈRES LTD
CAIRE-EGYPTE
CIGARETTES EGYPTIENNES

TO SMOKERS OF
"THE CIGARETTES OF DISTINCTION"
SAVE YOUR EMPTY TINS.

In return for 2 empty 100's tins or 4 empty 50's tins of any brand bearing the name of MASPERO FRÈRES, we will give one of the amusing and clever pictures (of a set consisting of six) entitled "Billiards Made Easy" by the well-known Artist Tom Browne.

BRITISH-AMERICAN TOBACCO CO., LTD.

SHARE LIST.—QUOTATIONS.

Hongkong, 28th December, 1915.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on basis of last Div'd.
Banks.—					
Hongkong & S'hai. Bank. Corporation	125,000	$125	all	$800 / £'don	6 p.c.
China Borneo Company, Limited	60,000	$1.	all	$10½, buyers	
China Light and Power Company, Ltd.	50,000 50,000	$5 $1	all all	$4.80, buyers	8⅓ p.c. 7 p.c.
China Providant, Loan & Mortgage Co., Ltd	200,000	$1	all	$9.70, buyers	
Cotton Mills.—					
S'hai Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 85, buyers	
Kung Yik Cotton S. & W. Co., Ltd.	100,000	Tls. 10	all	T. 13½, buyers	
International Cotton Manf'ing Co., Ltd.	10,000	Tls. 75	all	Tls. 63, buyers	5½ p.c.
Laou Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls. 100	all	Tls. 71, buyers	
Soeychee Cotton S. & W. Co., Ltd.	20,000	Tls. 50	all	Tls. 43½	
Ewo Cotton Spin'g. & Weaving Co., Ltd	80,000	Tls. 50	all	Tls. 153, buyers	
Dairy Farm Company, Limited	40,000	$7½	$6	$30, sellers	8⅓ p.c.
Docks and Wharves.—					
H'kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$77, buyers	4½ p.c.
H'kong. and Wampoa Dock Co., Ltd.	50,000	$50	all	$83½, buyers	3½ p.c.
S'hai. Dock and Engin'ering Co., Ltd.	55,700	Tls. 100	all	T. 53, buyers	
New Engineering & S. B. Works, Ltd.	150,000	Tls. 5	all	Tls. 9, buyers	
S'hai. and Hongkew Wharf Co Ltd.	36,000	Tls. 100	all	Tls. 92½, buy.	
Green Island Cement Co., Limited	400,000	$10	all	$10.70, buyers	6½ p.c.
Hongkong Electric Co., Limited	80,000	$10	all	$44½	
Hongkong Hotel Company, Limited	20,000	$50	all	$108, buyers	4½ p.c.
Hongkong Ice Company, Limited	6,500	$25	all	$190	4½ p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	$10	all	$33, sellers	5 p.c.
Hongkong Tramway Co., Ltd.	325,000	$5/-	all	$5½, buyers	4½ p.c.
Insurances.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$415	5½ p.c.
China Fire Insurance Co., Limited	20,000	$100	$20	$150, buyers	5⅓ pts.
Hongkong Fire Insurance Co., Ltd.	8,000	$250	$50	$410, buyers	6½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 177½	
Union Insurance Society, Limited	12,400	$250	$100	$900	5½ p.c.
Yangtsze Insurance Association Ltd	12,000	$100	$60	$230, @ Ex 73	
Lands and Buildings.—					
H'kong. Land Invest. Agency Co., Ltd	50,000	$100	all	$103½	6½ p.c.
Hongkong Central Estate, Ltd.	10,000	$100	all	$101, buyers	
Hongkong Land Reclamation Co.	25,000	$100	$75	$206	
Humphreys Estate and Finance Co., Ltd	150,000	$10	all	$6.60, buyers	6⅓ p.c.
Kowloon Land and Building Co., Ltd.	6,000	$50	$5	$40, buyers	7⅓ p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 107	
West Point Building Co., Limited	12,500	$50	all	$71½, buyers	6 p.c
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	250,000	Gls. 10	all	Tls. 35, buyers	
Mining.—					
Ural Caspian Oil Corpn., Ltd.	1,000,000	£1	all	35/-	
Chinese Engineering and M. Co., Ltd.	1,000,000	£1	all	30/-	
Raub Australian Gold Mining Co., Ltd	200,000	£1	all	$3.35, buyers	
Tronoh Mines, Limited	160,000	£1	all	25/-, buyers	7 p.c.
Peak Tramways Co., Limited	25,000 50,000	$10 $10	all $1	$10, buyers $0.85, buyers	
Refineries.—					
China Sugar Refining Co., Limited	20,000	$100	all	$123	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$37	
Steamship Companies.—					
Douglas Steamship Co., Limited.	20,000	$50	all	$101, sal. & buy	5 p.c
H'kong., Canton & Macao S.B. Co., Ltd.	80,000	$15	all	$20, buyers	4⅓ p.c.
Indo-China Steam Navigation Co., Ltd	60,000 pref. 60,000 def.	$5	all	comb. $164, buyers pref. 55, buy. def. 109, buy.	
Shell Transport & Trading Co., Ltd	4,047,510	£1	all	86/6, buyers	7⅓ p.c.
Star Ferry Company, Limited	40,000	$10	all	$37½, sales	4⅓ p.c.
South China Morning Post, Limited	6,000	$25	all	$28	
Steam Laundry Company, Limited	20,000	$5	all	$3⅞	7½ p.c.
Stores and Dispensaries.—					
Powell, Wm., Limited	21,000	$7	all	$6	7⅓ p.c.
Watson & Co., A. S., Limited	20,000	$10	all	$6½	9 p.c.
Union Waterboat Co., Limited	50,000	$1	all	$16, sellers	6 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896.	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital... ... ... $1,200,000
Reserve Fund $1,800,000
Reserve Liability of Proprietors $1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 8th June, 1914. [118

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
S. J. STABB
Chief Manager

Hongkong, 2nd November 1914. [10

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
2/-£1,50 :000, at—$15 000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors.

Hon. Mr. D. Landale—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. Stabb.

Manager:
Shanghai—A. G. Stephen.

London Bankers:
London County and Westminster Bank, Limited.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, 11th November, 1914. [9

INTERNATIONAL BANKING CORPORATION.

Head Office:—Wall Street, New York.
London Office:—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,210,000
(Gold) $7,460,000

All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.

9, Queen's Road,
Hongkong, 1st July, 1915. 784

THE BANK OF CHINA, GOVERNMENT BANK

(Specially Authorised by Presidential Mandate of 15th April, 1912.)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.
Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tungshan Luanhsien, Tsanghsien, Hsingtai. Hangchow: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. Kaifeng: Changteh, Sinyang, Loho, Chowkeu. Tsinan: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. Taiyuan: Yuncheng. Foochow. Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Taitsihar, Tieling, Chinchow, Antung. Canton. Kueiyang. Peking: Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH:

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; s granted on approved securities. Special facilities for Home Exchange

Hongkong, 13th October, 1914 [1076

BANKS

THE BANK OF TAIWAN, LIMITED

(Incorporated by Special Imperial Charter).

Capital Subscribed ... ... Yen 20,000,000
Capital Paid-up ... ... ,, 12,500,000
Reserve Funds ... ... ,, 4,150,000

President: Kazuyoshi Yagiu, Esq.
Vice-President: Kojuro Nakagawa, Esq

Directors.
Tetoshi Sada, Esq.
Kyoroku Yamanari, Esq
Shingo Minami, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).

Branches and Agencies.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Cantor	Keelung	Shanghai	Taito
Foochow	Kinkiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

London Bankers:—
PARR'S BANK,
YOKOHAMA SPECIE BANK.

Correspondents at Cheribon Chenkan, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul Shimonoseki, Soerabaya, Tientsin, Yokohama. Zamboanga.

HONGKONG OFFICE:
8, Des Voeux Road.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.

Y. KIKUCHI,
Manager.

Hongkong, 25th September, 1915. [1139

NEDERLANDSCH-INDISCH HANDELSBANK
(Netherlands India Commercial Bank.)

Established 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital...Fl. 19,943,000 (£1,662,000
Reserve Fund .....Fl. 7,777,750 (£648,100

Head Office: Amsterdam.
Head Agency: Batavia.

London Bankers:
The Williams Deacons Bank.
Swiss Bankverein.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 4th August, 1915. [18

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London.

Authorised Capital $1,500,000
Subscribed ,, ... 1,125,000
Paid-up ,, ... 562,500
Reserve Fund 500,000

Bankers:
The Bank of England.
The London Joint Stock Bank, Limited

Branches:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore

Hongkong Branch.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

Hongkong, 9th September, 1915. [755

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